

SONAR
SUBMARINE ONLINE NEWS AND REVIEW
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The articles are arranged as they arrive weekdays and follow the order of the index.

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Flag Officer Announcements

Office of the Assistant Secretary of Defense (Public Affairs), 4 April 2005

Secretary of Defense Donald H. Rumsfeld announced today that the President has made the following nominations:

Navy Capt. William R. Burke has been nominated for appointment to the rank of rear admiral (lower half). Burke is currently serving as Executive Assistant to the Vice Chief of Naval Operations, Washington, D.C.

Navy Capt. William D. French has been nominated for appointment to the rank of rear admiral (lower half). French is currently serving as Director, Submarine/Nuclear Power Officer Distribution Control Division, PERS 42, Navy Personnel Command, Millington, Tenn.

Navy Capt. Timothy M. Giardina has been nominated for appointment to the rank of rear admiral (lower half). Giardina is currently serving as Chief of Staff to the Commander, SEVENTH Fleet, Yokosuka, Japan.

Navy Capt. William H. Hilarides has been nominated for appointment to the rank of rear admiral (lower half). Hilarides is currently serving as Major Program Manager for Program Executive Officer, Submarines, Washington, D.C.

Navy Capt. Douglas J. McAneny has been nominated for appointment to the rank of rear admiral (lower half). McAneny is currently serving as Executive Assistant to the Commander, U.S. Pacific Fleet, Pearl Harbor, Hawaii.

West's submarine nuclear warheads flawed, say scientists

By Francis Harris, The Telegraph, 4 Apr 05

British and American nuclear warheads carried by submarines are so poorly designed that they may fail to detonate if fired, scientists have said.

The news emerged after interviews with a group of American scientists with ties to the Los Alamos nuclear research facility, where the first atomic weapon was manufactured.

One of them, Richard Morse, of the University of Arizona and a former Los Alamos weapons designer, said the casing of the W76 nuclear warhead was so thin that it would probably fail if used. The British Trident warhead, the country's sole nuclear weapon, is based on the W76.

Mr. Morse said: "What is out there on those boats is at best unreliable and probably much worse."

The claims have been vigorously denied by US officials, who say that the warhead "looks like a pretty good weapon". They say the warheads have not been tested for 13 years because of the global moratorium on the testing of nuclear weapons but were successfully detonated before then.

Everet Beckner, the head of the nuclear arsenal at Los Alamos, said there were no plans to redesign the W76 but admitted to the New York Times that that could change.

The casing is critical because it has to hold together for nanoseconds as the nuclear chain reaction begins, releasing temperatures hotter than the surface of the Sun. If the case fails, the bomb can fail too or explode with less than its intended force.

CNO: 'You Can't Get There Overnight'

By Christopher J. Castelli, Inside The Navy, 4 Apr 05

Chief of Naval Operations Adm. Vern Clark offered a strong endorsement last week of a Pentagon future fleet architecture study, including ideas like buying large numbers of small warships and developing smaller aircraft carriers than the fleet has today.

The remarks came in a question-and-answer session following his speech at the Heritage Foundation March 31. Clark noted he agrees with the study, but added the Navy is seeking to transform its fleet as rapidly as possible.

"I don't know how to throw the Navy I've got in the wastebasket and start over in the short term," he said. "My stuff takes longer to build and create than any of the other services."

Over the last 25 years, the Navy has been buying increasingly bigger and costlier ships, he noted.

But the Navy is now developing the Littoral Combat Ship to be able to fight small boats, mines and diesel submarines close to foreign shores. Citing an interim 30-year ship report the Navy sent Congress recently, Clark said he intends for a "big chunk" of the future fleet to be this "smaller-size force set." He touted the value of unmanned systems that LCS will use, noting the Navy will field this kind of technology as rapidly as possible.

"I'm turning this as fast as I know how to turn it," Clark said.

He recounted how Arthur Cebrowski, the retired three-star admiral who until recently lead the Pentagon transformation office that did the fleet study, came to him with the study results. Cebrowski advocates building a ship that is half the size of the Littoral Combat Ship -- and as soon as that is proven, building another ship that is half the size of that. The idea is to end up with 400 to 500 platforms of that size, Clark noted.

"That is a nice concept in principle and I agree with it," Clark said. "So I'm in agreement with that and I'm trying to go that way. But I can't go to that ship that is half the size of half the size until I can prove and demonstrate that we are going to be able to do it in this size -- and we are going to do that."

He noted Cebrowski advocates having aircraft carriers that are much smaller than those the Navy has today.

"I believe the future will take us there eventually," Clark said.

He talked about "distributing force in a global way," using the capability of the short-takeoff-andvertical- landing (STOVL) version of the F-35 Joint Strike Fighter, which would not need a runway to operate.

"I believe if you're going to invest billions of dollars in something called JSF STOVL you ought to be able to take it and operate in that domain that I talked about -- that we ought to be able to do that in a meaningful way," he said. Clark then referenced the future amphibious ship called LHA(R) and suggested that could evolve into an even more capable successor called an "expeditionary strike ship." He also used that term briefly two weeks ago in a speech at the Navy League's annual conference.

"And that's why LHA(R) is being delivered in a way that we will call -- probably, one day -- something like 'expeditionary strike ship' . . . that will be focused on this striking and expeditionary kind of capability that will capture the investment we are making in JSF STOVL," he told the audience at the Heritage Foundation.

"What size will it be in the future? I can't predict the future with perfect clarity. But in concept, what I'm saying is I find myself in agreement in principle with that study," he said. But he added, "You can't get there overnight."

Meanwhile debate continues regarding the Navy's fiscal year 2006 shipbuilding budget, which contains sharp cuts that have lawmakers and Marine Corps Commandant Gen. Michael Hagee concerned.

At an Armed Forces Communications and Electronics Association conference in Northern Virginia, March 30, Hagee said shipbuilding is a national issue that Congress, the military and industry need to address.

"Our requirements are not being met, and the Congress is frustrated," he said.

Pentagon Redirects Its Research Dollars

By John Markoff, New York Times, April 2, 2005

SAN FRANCISCO, April 1 - The Defense Advanced Research Projects Agency at the Pentagon - which has long underwritten open-ended "blue sky" research by the nation's best computer scientists - is sharply cutting such spending at universities, researchers say, in favor of financing more classified work and narrowly defined projects that promise a more immediate payoff.

Hundreds of research projects supported by the agency, known as Darpa, have paid off handsomely in recent decades, leading not only to new weapons, but to commercial technologies from the personal computer to the Internet. The agency has devoted hundreds of millions of dollars to basic software research, too, including work that led to such recent advances as the Web search technologies that Google and others have introduced.

The shift away from basic research is alarming many leading computer scientists and electrical engineers, who warn that there will be long-term consequences for the nation's economy. They are accusing the Pentagon of reining in an agency that has played a crucial role in fostering America's lead in computer and communications technologies.

"I'm worried and depressed," said David Patterson, a computer scientist at the University of California, Berkeley who is president of the Association of Computing Machinery, an industry and academic trade group. "I think there will be great technologies that won't be there down the road when we need them."

University researchers, usually reluctant to speak out, have started quietly challenging the agency's new approach. They assert that Darpa has shifted a lot more work in recent years to military contractors, adopted a focus on short-term projects while cutting support for basic research, classified formerly open projects as secret and placed new restrictions on sharing information.

This week, in responding to a query from the staff of the Senate Armed Services Committee, Darpa officials acknowledged for the first time a shift in focus. They revealed that within a relatively steady budget for computer science research that rose slightly from \$546 million in 2001 to \$583 million last year, the portion going to university researchers has fallen from \$214 million to \$123 million.

The agency cited a number of reasons for the decline: increased reliance on corporate research; a need for more classified projects since 9/11; Congress's decision to end controversial projects like Total Information Awareness because of privacy fears; and the shift of some basic research to advanced weapons systems development.

In Silicon Valley, executives are also starting to worry about the consequences of Darpa's stinting on basic research in computer science.

"This has been a phenomenal system for harnessing intellectual horsepower for the country," said David L. Tennenhouse, a former Darpa official who is now director of research for Intel. "We should be careful how we tinker with it."

University scientists assert that the changes go even further than what Darpa has disclosed. As financing has dipped, the remaining research grants come with yet more restrictions, they say, often tightly linked to specific "deliverables" that discourage exploration and serendipitous discoveries.

Many grants also limit the use of graduate students to those who hold American citizenship, a rule that hits hard in computer science, where many researchers are foreign.

The shift at Darpa has been noted not just by those researchers directly involved in computing technologies, but by those in other fields supported by the agency.

"I can see they are after deliverables, but the unfortunate thing is that basic research gets squeezed out in the process," said Wolfgang Porod, director of the Center for Nano Science and Technology at the University of Notre Dame.

The concerns are highlighted in a report on the state of the nation's cybersecurity that was released with little fanfare in March by the President's Information Technology Advisory Committee. Darpa has long focused on long-term basic research projects with time horizons that exceed five years, the report notes, but by last year, very little of Darpa's financing was being directed toward fundamental research in the field.

"Virtually every aspect of information technology upon which we rely today bears the stamp of federally sponsored university research," said Ed Lazowska, a computer scientist at the University of Washington and co-chairman of the advisory panel. "The federal government is walking away from this role, killing the goose that laid the golden egg."

As a result of the new restrictions, a number of computer scientists said they had chosen not to work with Darpa any longer. Last year, the agency offered to support research by Leonard Kleinrock, a computer scientist at the University of California, Los Angeles who was one of the small group of researchers who developed the Arpanet, the 1960's predecessor to today's Internet.

Dr. Kleinrock said that he decided that he was not interested in the project when he learned that the agency was insisting that he employ only graduate assistants with American citizenship.

Darpa officials, who declined repeated requests for interviews, disputed the university researchers. The agency, which responded only in writing to questions, contended that the criticisms leveled by the advisory committee and other researchers were not accurate and that it had always supported a mix of longer- and shorter-term research.

"The key is a focus on high-risk, high-payoff research," Jan Walker, a Darpa spokeswoman, stated in an e-mail message. Given the threat from terrorism and the demands on troops in Iraq, she wrote, Darpa is rightly devoting more attention to "quick reaction" projects that draw on the fruits of earlier science and technology to produce useful prototypes as soon as possible.

The Pentagon shift has put added pressure on the other federal agencies that support basic information technology research.

At the Directorate for Computer and Information Science and Engineering of the National Science Foundation, the number of research proposals has soared from 2,000 in 1999 to 6,500 last year. Peter A. Freeman, its director, said that the sharp rise was partly attributable to declines in Pentagon support.

"Darpa has moved away from direct funding to universities," Mr. Freeman said. "Even when they do directly fund, some of the conditions and constraints seem to be pretty onerous. There is no question that the community doesn't like what the head of Darpa has been doing, but he has his reasons and his prerogatives."

Third minor fire reported on shipyard submarine

By Douglas P. Guarino, Democrat Staff Writer, Friday, April 1, 2005

KITTERY, Maine — For the third time in three months, firefighters responded to a fire alarm aboard the USS Jacksonville Thursday.

At about 1 p.m. the Portsmouth Naval Shipyard Fire Department responded to call from the nuclear submarine, which is undergoing overhaul at Dry Dock 2.

According to shipyard Public Affairs Officer Debbie White, sparks from a welding operation in a propulsion plant space ignited a small amount of debris. What she described as a "small flame" was immediately extinguished prior to the fire department's arrival on the scene, White said.

There were no personnel injuries or apparent equipment damage to the ship as a result of the incident, White said. As a precautionary measure, all non-essential personnel were temporarily evacuated, but have since returned to work, she said.

White said an investigation into the cause of the event was in progress.

In a previous interview, shipyard commander Capt. Jonathan Iverson speculated that a storage tank located directly below the area where the first fires occurred was once used to store flammable material.

He said workers made some adjustments after the first fire. Following the second fire, Iverson said some parts were sent off site for further evaluation.

Two shipyard employees and six sailors were treated at the scene of the second fire on Feb. 18 for minor smoke inhalation, according to a statement the yard released the next morning.

Six of the patients were released and returned to work status while two of the sailors were transported to the hospital for evaluation and later released.

The incident occurred in the same forward compartment as the previous December fire. Both caused minor damage that shipyard officials said was not expected to impact the yard's ongoing work on the sub.

The shipyard recently became the first Navy installation to be designated a "Star Site" by the U.S. Department of Labor's Occupational Safety and Health Administration (OSHA).

Inslee: Deficit could affect local Navy

By Chris Barron, Bremerton Sun, 1 Apr 05

With an aircraft carrier and three submarines moving to Kitsap this year, and a full workload at Puget Sound Naval Shipyard, all seems well here with the Navy.

However, U.S. Rep. Jay Inslee warned Thursday that the ballooning federal deficit could greatly affect the Navy's work and presence here in the coming years by cutting into ship building and repair budgets.

There's already evidence of that with the Navy cutting 25,000 sailors by 2007 and slashing its shipbuilding budget from nine to four ships this year. With fewer ships being built and more being taken out of service, the naval shipyard workloads won't be as great in future years, Inslee said.

"There's good reason for confidence for the next several years in Kitsap," Inslee said. "But there are some challenges and threats out there, principal is this federal deficit that is terribly fiscally irresponsible by the Congress and the (Bush) administration."

The Navy's budget cuts have been felt locally over the past two years with the decommissioning of three Bremerton-based fast combat support ships. The fourth and final support ship, USS Camden, will be taken out of service later this year, meaning a total of \$80 million will have left Kitsap's economy with the four ships.

Inslee spoke to a full house Thursday at the Puget Sound Naval Base Association's annual kickoff breakfast at the Kitsap Conference Center in Bremerton. The PSNBA is a nonprofit organization that promotes area naval installations and brings local issues and concerns to the attention of Navy and congressional leaders.

Inslee said Kitsap's support of the Navy won't go unnoticed during this year's Base Realignment and Closure, or BRAC, process. In May, a list of bases proposed for closure or realignment will be released. No Kitsap installations are expected to be on the list.

"That's really a sign of health and vigor and that people care," Inslee said of the nearly 400 people who filled the conference center's main meeting room. "It's very important in the BRAC process."

Inslee also discussed the negative impact that the Pentagon's new National Security Personnel System will have on federal defense workers, including the more than 10,000 shipyard workers in Kitsap.

The Defense Department says the system will give it more flexibility in the way its manages its 700,000 civilian workers. However, labor organizations say the new system strips away 50 years of work on collective bargaining rights and protections.

Inslee agrees with the latter opinion, saying, "I think the administration has been on the wrong track in a variety of ways and reduced the ability to have a meaningful, fair, democratic system for people who commit their lives to working for the federal government."

A final issue Inslee discussed was the decreasing benefits of veterans in order to pay for current war efforts. The Bush administration's new budget proposal called for a \$155 million cut in the Department of Veteran's Administration budget, Inslee said.

Sub Tender Emory S. Land Returns Home

By Sandra Jontz, Stars and Strips, 2 Apr 05

The U.S. Navy submarine tender USS Emory S. Land and its 1,200 sailors are back home in La Maddalena, Italy, after an unprecedented two-month deployment to the Gulf of Guinea.

The Land's deployment to Cameroon, Gabon and Ghana included humanitarian missions and military lessons to help the oil-rich West African nations develop their own maritime security to combat problems from smuggling to piracy, officials said.

The Land, one of two submarine tenders remaining in the Navy, docked at its home port of La Maddalena, on the Italian island of Sardinia, on March 24.

Sub Vets Commemorate 105 Years Of U.S. Submarines

The Day, April 3, 2005

Groton — U.S. Submarine Veterans Inc. will host a memorial service at noon on Saturday, April 9, to commemorate 105 years of submarine history.

The guest speaker will be Cmdr. John Schneider, captain of the USS Toledo, SSN 769, which is homeported at the Naval Submarine Base. The ceremony will include the traditional Tolling of the Boats.

In the event of rain the Memorial Service could be moved to the Groton Municipal Building.

Japan sub info allegedly leaked to China

United Press International, 3 April 05

TOKYO, April 3 (UPI) -- Investigators in Japan have said an engineer copied confidential documents on a submarine and gave them to an acquaintance who passed them on to China.

Kyodo News Service reports that the 63-year-old engineer has been questioned by police who also searched his home and office and seized a computer. The engineer, whose name has not been released, retired from the Defense Agency in 2002 after working on submarine structures for many years. He is now a consultant for a defense company.

Investigators allege that the engineer took documents on submarines' defense against attacks home in 2000 and passed them on to a man who for many years headed an importing company doing business with China.

Navy Carrier Force Drops To 10 In 2014, But Surge Ability Unchanged

Similar news for submarines, dropping to 41 by 2035

By Dave Ahearn, Defense Today, April 5, 2005

Although a two-scenarios, 30-year shipbuilding plan shows the Navy would have 11 aircraft carriers in 2014, the Navy actually may have 10 carriers for a few years in the middle of the next decade, a Navy source said.

But that decrease to 10 flat-tops won't change the number of carriers that will be available to swing into action at the order of the president, the source said.

That's because the Navy will schedule maintenance work on flat-tops to minimize the number of carriers that are in shipyards and unavailable for duty, the source said.

The problem arises because the Enterprise (CVN 65) is an old ship. The Big E became the first aircraft carrier to be powered by nuclear energy when it was commissioned in 1961, and it was slated to be retired in 2013, or perhaps a bit later, after more than half a century on the seas.

For years, the assumption was that the first flat-top in the next-generation class of carriers, at one point called CVN(X) and now called CVN 21, would be completed in time to replace the Enterprise.

That is implied in the tables for the future fleet force, which show 11 carriers in 2011, 2014, 2019 and on at least through 2029. That projection of 11 carriers in 2014 accurately represents the amount of carrier force the Navy will be able to project in 2014, even though there may be 10 actual carriers in the fleet at that point, the source said.

The future-fleet tables show a naval force where almost half of the fleet would be relatively small vessels, Littoral Combat Ships (LCS). They would be made by Lockheed Martin Corp.-the largest defense contractor on the globe-which would come out a huge winner in either of the future fleet plans, with other shipbuilders at best seeing a mixed picture.

By 2035, 63 out of 130 surface combatant ships in the fleet would be LCSs, under a scenario envisioning a fleet smaller than the 288 ships and submarines in the fleet now. Under another scenario, foreseeing a larger fleet of 325 vessels in 2035, LCSs would make up 82 out of 174 surface combatants.

LCSs would cost far less, and thus likely would provide far less profit per ship, for contractors building them. An LCS would cost \$220 million for the ship itself, not counting the cost of interchangeable mission modules that would be onloaded or offloaded swiftly from the ship to prepare it for the next mission.

In contrast, the next-generation destroyer DD(X) is expected to cost \$1.2 billion to \$1.4 billion by official Navy estimates, or \$1.8 billion to as much as \$3 billion by private estimates.

And CVN 21 is expected to cost \$13 billion to \$14 billion, including development costs.

For Lockheed Martin, either the 260-vessel or the 325-vessel future fleet plans represent good news, because Lockheed hasn't been a producer of large ships such as destroyers, cruisers, amphibious vessels and the like.

The company might reap half of the future Navy orders for LCSs, representing a huge new business opportunity. General Dynamics Corp. might capture the other half of the orders, also a gain for GD.

However, GD might suffer if the Navy follows through on plans to award a winner-take-all contract for construction of DD(X) destroyers. The work would go either to GD or Northrop Grumman Corp. Northrop Grumman more likely would get the contract, according to some military analysts.

That likely would leave GD having to close its Navy ships business at the Bath Iron Works shipyards in Maine for lack of work. For Northrop, which wasn't selected to build the LCS, the future fleet profile strategies and the administration budget plan for the fiscal year ending Sept. 30, 2006, also present some difficulties. One reason that CVN 21 won't be ready to replace the Enterprise in 2013 is that its construction has been postponed repeatedly, with the most recent delay being a move in the budget plan to fund the flat-top in fiscal 2008 instead of 2007. Then it would take many years to build the first-of-its-class ship.

Also, there is gloomy news for GD and Northrop in the undersea fleet of the future.

The future fleet strategy rejects the plan to maintain a minimum of 55 attack submarines in the fleet. Rather, the number slips to 53 in fiscal 2019, then slides down further to 41 in fiscal 2035, in the 260-vessels scenario. Under the 325-craft scenario, subs would number just 45 in 2035. GD and Northrop jointly make the Virginia Class submarines, each producing part of the boat. The parts later are joined together to form a complete vessel.

In short, the future fleet scenarios, especially the 260-vessels plan, represent a lean Navy fleet decades hence that in goodly part would be filled with smaller, lower-cost, lower-profit ships.

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New Nuclear Warhead Proposed To Congress

Funds Sought for Feasibility Study

By Walter Pincus, Washington Post Staff Writer

The head of the nation's nuclear weapons programs proposed yesterday that Congress approve funds to study the feasibility of building a new, more reliable nuclear warhead that could be deployed without nuclear testing in less than 10 years.

Saying that the current Cold War stockpile is inadequate technically and militarily, Linton F. Brooks, administrator of the National Nuclear Security Administration, told the Senate Armed Services subcommittee on strategic forces, "We want to explore whether there is a better way to sustain existing military capabilities in our stockpile absent nuclear testing."

Recognizing that such a proposal could be highly controversial, Brooks emphasized that a new nuclear warhead is "still just a vision, nothing more," and that even planning for a feasibility study is "at the very early stages of development."

But he insisted that the yields of most of the nuclear warheads in the current stockpiles, built to attack Soviet hard targets, "are probably too high." Because their casings were not designed to penetrate earth, "we have no capability against hardened, deeply buried targets." He also described the current stockpile as "unsuited for some specialized missions" caused by post-Cold War situations.

"Today's stockpile may not be the stockpile you want to have 20 years from now," Brooks concluded.

Although Sen. Bill Nelson (D-Fla.) had to leave the afternoon session early to attend the White House ceremony awarding the Medal of Honor to a Floridian, he gave an indication of the questions that others will raise in discussing the new warhead feasibility study.

"Is it an opportunity to have a serious review and discussion of nuclear weapons and nuclear policy?" Nelson asked before he departed. "Or is it just an excuse to develop a new nuclear weapon and to return to nuclear weapons testing?"

After Nelson had left and following his prepared testimony, Brooks said that the warheads would be designed to be less sensitive to aging and would be easier to certify as safe and reliable. "They would reduce the possibility that the

United States would ever need to conduct a nuclear test in order to diagnose or remedy a reliability problem," he said.

Brooks said money for the feasibility study would be taken from what Congress approved last year to initiate a so-called Reliable Replacement Warhead (RRW) program that was originally proposed to study replacement parts for current warheads, designed almost 30 years ago and now being updated.

Those funds and new ones added in the proposed fiscal 2006 budget would be used "to begin concept and feasibility studies on replacement warheads or warhead components that provide comparable military capabilities to existing warheads," Brooks said.

If those studies produced a feasible program, he added, by 2012 to 2015 "we should be able to demonstrate through a small build of warheads that a reliable replacement warhead can be manufactured and certified without nuclear testing."

Brooks also said that the new warheads would reduce the need to keep non-deployed warheads from the Cold War stockpiled in case aging problems occur with deployed weapons. "Right now, the only way you can maintain those hedges is to maintain a large number of non-deployed weapons," he said.

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Sub Hunting Resurfaces

After Long Hiatus, Exercise Puts Strike Group's Focus On Fighting Threat From Below

By Gidget Fuentes, NAVY TIMES 11 APR 05

ONBOARD THE AIRCRAFT CARRIER NIMITZ - On this large, wind-swept flight deck, the era of sub hunting is back.

As the Navy beefs up its anti-submarine warfare skills to counter the growing threat of weapons proliferation around the world, it's pulling more assets - even a carrier's strike fighters - into the hunt.

Sub hunting, which had taken a back seat in the post-Cold War era to the more focused missions in the Persian Gulf region, has reemerged as a priority.

During a four-day antisubmarine exercise in the waters off San Diego last month, Nimitz and its strike group got a bigger dose of ASW training than it has had in, previous exercises. The carrier's air wing crews further sharpened their skills during a follow-on joint task force exercise.

The baseline goal: becoming more adept at searching for and spotting enemy submarines in the water. And that means everyone and every platform.

"ASW is a combined-arms event," said Rear Adm. Peter H. Daly, Carrier Strike Group 11's commander. "There are many different players."

Indeed, ASW training has taken on even greater meaning for the entire fleet.

The fast-attack sub Louisville led the strike group's sub-screening assets, which included three destroyers, a cruiser, sub-hunting helicopters and the air wing. The first job was to clear the area around the carrier and strike group of any threats, above or below the sea. Any threat that was detected, especially enemy submarines, then became a contact the group had to maintain and, if necessary, engage in battle.

"It tested all [threat] levels from a very sophisticated set of scenarios, and it got really advanced," said Capt. Gordan E. Van Hook, commander of Destroyer Squadron 23, from his office on Nimitz. During the training scenarios, operations shifted from an initial peaceful situation to outright combat.

Exercise planners ramped up the threats as the exercise progressed. Still, a confident Van Hook said, "we had lots of kills." Sailors got lots of good training, too. Along the way, commanders and crews learned tactical and strategic data from suspected subs the longer they held onto that contact.

"You know you're doing well when you're tracking the submarine and you don't lose it," Van Hook said, noting that he knew where the "enemy" subs were operating "85 to 90 percent of the time."

Sub warfare takes to the air But anti-submarine warfare isn't a job for just destroyers and helicopters.

During the exercises, the strike group's fast attack nuclear submarine was joined by P-3 Orions doing maritime patrols, in addition to the surface ships and helicopters with towed sonar gear.

Missing from Nimitz's flight deck and embarked carrier air wing, however, were the venerable S-3 Viking aircraft, which the Navy is phasing out in favor of multi-mission F/A-18E and F/A18F Super Hornets. Hornet pilots are not traditionally focused on submarine combat.

"The loss of these aircraft has forced the Navy to view the tactical assets differently. Daly said. "We need to have fighter pilots who are looking at the maritime picture." Nimitz's pilots proved they could share in the hunt. It often resulted in minor tactical changes that resulted in big operational differences.

Instead of focusing solely on an assigned deep-strike mission, for example, aircrews are expected to be on the lookout as soon as they shoot off the deck. The Super Hornets' advanced forward-looking infrared "is very capable at spotting submarines," Van Hook said, even though "it wasn't designed to do that."

"We've had incredible sightings from them," Van Hook said of Hornet pilots. Several crews on various aircraft, including an E-2C Hawkeye and even a Marine Corps F/A-18 jet, spotted periscopes slicing through the water and reported it up the chain of command. By the end of the exercise, "there was one sub left that we didn't get," Daly said.

The success mirrored a shorter ASW exercise held during the strike group's Composite Training Unit exercise, said Capt. Thomas A. Cropper, Carrier Air Wing 11's commander. By the JTF exercise's end, however, "we are almost hyper-vigilant looking for subs," Cropper added.

The rise in submarine technology and production in countries like China, Iran and North Korea is driving much of the new training.

There's "a lot of catching up to do," said Capt. Carroll LeFon, assistant chief of staff for operations for Strike Force Training Pacific (formerly Carrier Group 1) in San Diego. "But our ships are more capable," LeFon said. "We can do more with less."

That's especially important since carrier groups now deploy with far fewer ships than in the Cold War years.

Last year's establishment of an ASW Command, based in San Diego, marked the start of a concerted effort to standardize ASW training and modernize the fleet. Beefed-up exercises are providing the time and means for practicing ASW skills and maintaining essential equipment so crews and commanders stay proficient.

Today's newer, diesel-electric boats offer new challenges to U.S. Navy sub hunters. "The technology has advanced in the non-nuclear world," Van Hook said. New diesel submarines "are much quieter than the old Russian subs were."

During the ASW exercise, the fast-attack submarine Topeka roamed the Pacific in the role of an enemy sub. Its crew maneuvered and operated Topeka as though it were a diesel submarine, which must routinely rise to periscope depth, a time when the boat is most vulnerable to being seen. Their job was to test the hunting skills of both subs, ships, helicopters and even the carrier air wing's fighters. Training and technology

The Navy will see more and more scenarios like that.

Last month, Navy Fleet Forces Command signed an agreement to lease a Swedish diesel submarine and its crew. The Swedish sub will be brought to San Diego and studied and hunted by Navy submarines, aircraft and ships at sea.

At the same time, the Navy and other government agencies are experimenting with an assortment of remote-controlled and easy-to-operate unmanned aerial vehicles and unmanned surface and subsurface vehicles. The use of such technologies adds combat capability without putting sailors or ships at risk. Advanced towed sonar arrays also are under development.

"The Navy is investing in some new sonar technologies," Van Hook said. By the end, Daly and his commanders got to see a playback of their work, thanks to a new training tool that collects and collates data and decisions.

"Within one day, we had a complete reconstruction that is just absolutely superb," Daly said. "It completely reconstructed and played back for us so we can understand how we did. It gives you some technical insights on what worked, what didn't, that is invaluable."

Before they returned to San Diego, strike group leaders heard from teams of evaluators and assessors who had closely watched the commanders, as well as deckplate sailors. They studied such things as the crew's

communication skills with warfare commanders, the handling of intelligence and information and even how watches were organized.

"The way [the sea combat commander] apportioned the assets really affects ASW," said Capt. John Ferrer, head of the assessment branch at Fleet ASW Command. "They employed the equipment very well" and had "a very good picture of the enemy, which enabled the entire strike group's decision in where to keep the carrier."

"This strike group did a really good job," Ferrer said. "They reacted under stress very well."

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Hagee: Information Technology Needed For Distributed Ops, Seabasing

By Jason Ma, Inside The Navy, 4 APR 05

The Marine Corps needs new information technology, not only to enable distributed operations and seabasing, but also to address problems with interoperability and communications in urban areas, according to Marine Corps Commandant Gen. Michael Hagee.

Under the concept of distributed operations, Marine infantry units would be spread out over a wide area to gather intelligence and call for fires. Distributed Marines could also regroup when necessary. That concept depends on having Marines equipped with beyond-line-of-sight communications so they can stay in touch with each other. Until now, the information technology was not available to enable distributed operations, Hagee said March 30 at an IT industry conference sponsored by the Armed Forces Communications and Electronics Association of Northern Virginia.

"We need that technology to connect all of these disparate units throughout the battlefield together," he said.

Hagee said some people view the distributed operations concept as emulating special forces teams, but that is wrong. Instead, it is a logical extension of maneuver warfare doctrine, he argued. The difference between distributed operations and what special forces do is that the Marine Corps concept calls for units to regroup into traditional formations, he said.

Information technology is also critical to seabasing, the concept of staging and supporting a land conflict from ships, Hagee said. Such technology will be important in protecting the sea base and forces on land, a task he described as "probably the longest pole in seabasing." The next biggest challenge in seabasing is logistics, especially developing a way to locate and retrieve individual pieces of inventory on cargo ships, he added.

Lt. Gen. Richard Kelly, deputy commandant for installations and logistics, said at the same conference that an active radiofrequency identification system is undergoing limited testing in Iraq. Such an identification system relies on transmitters on pieces of inventory to emit signals. It has been mentioned as a possible technology to locate equipment quickly on seabasing ships for selective offload.

During fighting in Fallujah, Marines and soldiers collected most of the intelligence, Hagee said, adding that U.S. forces must have better capabilities like retrieving data digitally, fusing it, and passing it around a battlefield.

Urban areas present a problem for line-of-sight communications that needs to be solved, he pointed out. Devices that jam signals that detonate improvised explosive devices do not always work in "built-up" areas, he said.

Intelligence information should also come from a common database for everyone to access, but data filters should tailor the information based on what certain users need, he added. "And it has to be fast," he said.

Frequency and bandwidth management also proved to be issues in Iraq, Hagee noted. He described the ScanEagle unmanned aerial vehicle as a "nice piece of equipment," though there were limits in how the data it gathered could be distributed. But he added, "When we turned it on, the comms went down at" I Marine Expeditionary Force. The UAV was developed by Boeing and the Insitu Group. A Boeing spokesman could not be reached, and Insitu officials would not comment.

Marines experienced with the employment of ScanEagle have said there were some issues in moving the UAV's data around the battlefield, but there now is a dedicated, commercial V-Sat communications link for distributing the data. ScanEagle is in the process of switching from commercial to military bands in coordination with the Navy

Marine Corps Spectrum Center, which will mitigate any conflicts in frequency management. The UAV was deployed as commercial-off-the-shelf equipment that best fit I MEF requirements, they said.

In general, UAVs are "absolutely critical" and proved to be significant capabilities in Fallujah, Hagee said. But without a common ground station for UAVs and surveillance aircraft, Marines had to fuse the data themselves and needed a system to move the information around, he said.

Hagee said he was "pleasantly surprised" with how equipment has held up in the field but was unhappy with the inability to pass information between the services. For example, I MEF and the Army's 3rd Infantry Division discovered they could not pass data to each other when preparing for the invasion of Iraq, he said. For example, the Army's blue-force tracker was on an unclassified system, while the Marine Corps' was on the Secret Internet Protocol Router Network. "Shame on industry," he said. "Shame on us for letting that happen."

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2 fires in same day heavily damage prototype Navy sub in Keys

South Florida Sun Sentinel, 4 Apr 05

MARATHON -- A prototype for a two-man military submarine has been damaged by two fires in the same day.

Residents nearly three miles away heard an explosion Sunday and saw heavy, gray smoke climb into the air. Stidd Systems employees discovered the fire when they arrived for work and pulled the sub out of the boathouse.

"They opened the doors and, as soon as they did, saw smoke coming out of the sub," said Fire Marshal Dale Beaver.

An employee "yanked it out with a tractor and tore the garage door down."

Beaver said he was "pretty sure" the first fire on the 35-foot vessel being built for the Navy was electrical.

"An air cylinder used for ballast overheated and expanded everything inside," he said. "That cylinder couldn't vent fast enough so, when it went, it blew the side out."

The fire burned hot enough to melt part of the aluminum sides.

A battery in the same vessel exploded, blew into the middle of a field and started the second fire Sunday night. Fire rescue workers put it out in 20 minutes and recovered the battery.

Greenport, N.Y.-based Stidd makes boat chairs and builds surface and submersible vessels for special operations forces.

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Ga. Loses Its Spot On Base Panel

By Bob Kemper, Atlanta Journal-Constitution, April 5, 2005

Washington -- Georgia lost its seat Monday on a commission that will oversee the closing of military bases this year.

President Bush formally notified the Senate that he was withdrawing retired Army Lt. Gen. Claude Kicklighter's nomination to that panel. Kicklighter, a Georgia native and chief of staff at the Department of Veterans Affairs, was replaced on the nine-member panel by retired Air Force Gen. Lloyd "Fig" Newton of Connecticut.

Officials familiar with the nomination said Kicklighter knew from the start that he would be replaced. Kicklighter could not be reached Monday for comment.

Bush submitted Kicklighter's name to the Senate to meet a statutory deadline because another would-be nominee, retired Army Gen. John Coburn, could not be cleared in time, those officials said. Senate Majority Leader Bill Frist had nominated Coburn and selected Newton to replace him, officials said.

Georgia has 13 military installations that could be closed or revamped in the base-closing process. The state escaped previous rounds of closings unscathed.

Bush acted after Sen. Trent Lott (R-Miss.) blocked a vote last month on one of Bush's nominees to protest the closings.

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Merrick relieves Genoble as Commanding Officer, USS Albany (SSN 753)

By JOC(SW/AW) Mark O. Piggott, COMNAVSUBFOR Public Affairs

NORFOLK, Va. – Cmdr. Mark H. Merrick relieved Cmdr. Brett J. Genoble as Commanding Officer of the fast attack submarine USS ALBANY (SSN 753) at Norfolk Naval Station, Norfolk, Va., on Friday, April 1, 2005. Commissioned in April 1990, ALBANY is the fifth ship to bear the name of New York’s capital city.

“It seems impossible that my time as Commanding Officer of this fine ship has quickly come to an end,” Genoble said. “The opportunity to command a warship and to lead a crew of highly trained and motivated Sailors is something every Naval Officer aspires to.”

Genoble, a native of Montville, New Jersey, graduated with distinction from the United States Naval Academy in 1985 with a Bachelor of Science Degree in Electrical Engineering. As ALBANY’s Commanding Officer, his time on board was “remarkable, challenging and rewarding.”

“I am sad but I am also proud,” Genoble stated. “Proud of the accomplishments of this crew. I am proud because they became a team where each member looks after each other. I am proud because I have seen new Sailors become seasoned leaders.”

“I am proud because this crew has embraced a culture of continuing improvement and has learned to look at themselves critically, to honestly assess and to learn from everything they do,” he added.

During his 34 months in command of ALBANY, Genoble and the crew of Albany completed a 15-month Depot Modernization Period (DMP), participated in various exercises and operations and deployed to the Mediterranean and Persian Gulf with the USS GEORGE WASHINGTON Carrier Strike Group. In January 2005, ALBANY was awarded the Commander, Submarine Squadron SIX Battle Efficiency "E" award and was nominated for the Commander, U.S. Atlantic Fleet Arleigh Burke Award for the most improved ship in the fleet.

“I have never met a crew more willing to work hard, more ready to play on game day than this one,” Genoble said. “It is the crew’s commitment to excellence in engineering and operations that allows the ship to fly the Battle ‘E’ flag and whose dedication and patriotism resulted in ALBANY having the highest retention on the waterfront.”

Genoble’s next duty assignment is as a Senior Member of the Nuclear Propulsion Evaluation Board, Commander, U.S. Atlantic Fleet, in Norfolk, Va..

A native of Worthington, Ohio, Merrick graduated from Ohio State University in 1987 with a Bachelor of Science degree in Aeronautical Engineering. He was commissioned in November 1987 after completing Naval Officer Candidate School in Newport, Rhode Island.

Following nuclear power training and completion of the Submarine Officer Basic Course, Commandeer Merrick’s first submarine assignment was aboard the USS Nevada (SSBN 733) (Blue) where he served as Electrical Assistant, Main Propulsion Assistant and Tactical Systems Officer. His other sea duty assignments include Engineering Officer, USS Rhode Island (SSBN 740) (Blue) and Executive Officer, USS Hampton (SSN 767).

“I relieve you, sir, but in no way replace you,” Merrick said to Genoble. “You have provided me an outstanding ship and a well-trained crew.”

Merrick continued, “To the ALBANY crew, a reminder that the success of any United States warship is born first and foremost from the sweat and toil of those who wear the dungarees and blue shirts of a U.S. Navy Sailor. You have achieved an enviable record of sustained excellence.”

With stealth, endurance and agility, fast-attack submarines like ALBANY are multi-mission capable – able to deploy and support special forces operations, disrupt and destroy an adversary’s military and economic operations at sea, provide early strike from close proximity, and ensure undersea superiority.

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Norfolk Submarine Officers Spouses' Association raises money for the future education of Submariners' children

By JOC(SW/AW) Mark O. Piggott, COMNAVSUBFOR Public Affairs

NORFOLK, Va. – The Norfolk Submarine Officers Spouses' Association Gold and Silver auction committee helped to raised over \$25,000 March 19 for the Dolphin Scholarship Foundation at their annual auction.

Established in 1961, the Dolphin Scholarship Foundation today sponsors 133 renewable scholarships providing \$3,000 per year to the children/step-children of submariners or those who have served at submarine support activities. Each recipient may receive a total of \$12,000 for up to four years of undergraduate study.

“The Dolphin Scholarship Foundation was established with a \$350 award to one scholar,” said Michelle Rogeness, Vice President of the Norfolk Submarine Officer Spouses' Association and Projects Manager for the Dolphin Scholarship Foundation. “The Foundation has since awarded over \$5.8 million in scholarships to 866 well deserving sons and daughters of our submarine family over the past 44 years.”

The Gold/Silver auction is an event that is planned each year to benefit the Foundation. Gold and Silver refers to the color of the officer and enlisted warfare insignia worn on their uniforms.

The auction was organized by the Norfolk Submarine Officers Spouses' Association (SOSA) and the spouses of submarine Chief Petty Officers in Hampton Roads.

“Each submarine base will host its own version of the Silver/Gold auction,” Rogeness explained. “This year, as in past years, all proceeds from the Norfolk auction are donated to the Dolphin Scholarship Foundation.”

According to Rogeness, there are two parts to the auction, verbal and silent. “The verbal auction is where we auction off the larger donations, usually donated by the different submarine and submarine support commands” she said. “The silent auction includes smaller items donated by individuals and area businesses.”

Items included in this year's silent auction included a variety of handmade items, including a cross-stitched submarine wall hanging, jewelry, quilt wall hanging, painted pottery, and a hand made rosewood pen. The verbal side of the auction also had a wide variety of items, from Williamsburg Winery Tours, a trip to Snowshoe Mountain Ski Resort, to an afternoon of Deep Sea Fishing. “We had over 170 items in the auctions combined,” Rogeness said.

The theme of this year's event was a 1950's sock hop. “It was fun to see the variety of poodle skirts,” said Kristin Munns, Honorary President of Norfolk SOSA and wife of Commander, Naval Submarine Forces Vice Adm. Chuck Munns. “Everyone had a great time, and we raised money for an important cause.”

More information on the Dolphin Scholarship Foundation can be found on their website at www.dolphinscholarship.org.

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Trident Training Facility Sailor of the Year excels by inspiring others to greatness

By JO2(SW) Michael Wiss, Periscope Staff

A Sailor with a familiar face at Trident Training Facility has earned recognition and proven that hard work and perseverance do pay dividends.

STS1(SS) Travis Garland is a TTF instructor and personnel director who oversees all aspects of student needs for those who attend the yearlong courses offered at the facility. Garland is the first and last person students talk to when they arrive for school. Garland's ability to excel in his job has led to him being named Trident Training Facility Sailor of the Year for 2004.

Garland received the Echelon Two award Dec. 17. In addition, he was also named The Submarine Learning Center Sailor of the Year Jan 18 and placed second in the Naval Personnel Development Command SOY program in February.

"Petty Officer Garland is probably the best young leader I have met in my Navy career," said STSCS(SS) George Gray, TTF Sonar Division officer. "He takes care of his students, he looks after them and helps solve any personal issues. All his leadership qualities are above and beyond what you would expect."

Another of the many qualities that led to Garland's selection as TTF Sailor of the Year was his leadership by example. It was his job to set the bar high for standards for his crew to strive for. He stressed to arriving and current students to take pride and follow professional guidelines to achieve success. He is the physical fitness coordinator for TTF and reminds others of the importance of education as he takes college courses in his off time and encourages his fellow Sailors to do the same. All of these qualities show how Garland cares about the people he works with and, in turn, his colleagues give him the respect he has earned.

"It is my job to set the high standards which everyone should follow," said Garland. "It is not about me. I try to bring everyone working with me to a superior level and, as a division, we try to 'standard out' and show the pride we take in our everyday job performance."

With Garland's superior leadership skills, it was an easy choice to name him for TTF's top enlisted award.

"You could tell when he got here he was taking charge and was way ahead of everyone else," Gray said.

Garland has improved his work center but also takes time out to help the community around him. He is a volunteer firefighter for the Camden County Fire Department, is actively involved with his church's functions and helps out with the local Navy Junior Reserve Officer Training Corps.

"I like to go out in the community and help out any way I can," Garland said. "I especially like working with Sea Cadets and JROTC kids. The impression and pride I show could possibly encourage them to make the military a career. I want to show the pride it takes to achieve success."

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Canada Eager To Put Subs Back at Sea

By David Pugliese, Defense News, 4 Apr 05

Canadian Defence Minister Bill Graham says he wants the country's submarine fleet back to sea as soon as possible, but senior Navy leaders are still reviewing the results of a board of inquiry into the fatal fire that confined the boats to their home ports more than five months ago.

The Navy ordered the Victoria-class submarines dockside on Oct. 12 as a safety measure until it can determine the cause of a major electrical fire aboard one of the vessels. That Oct. 5 incident on HMCS Chicoutimi killed a sailor, injured eight others and crippled the submarine as it began its journey from the United Kingdom to the port of Halifax, Nova Scotia.

Chicoutimi was the last of the four diesel-electric boats Canada was to receive from Britain as part of a 750 million Canadian dollar (\$565 million) purchase. Since the blaze, the sub program has been stalled. Some officers worry that land-locked crews are losing their skills and need to get back to sea as soon as possible.

Graham said he and Gen. Rick Hillier, chief of the Defence Staff, will receive a briefing in due course from Vice Adm. Bruce MacLean, head of the Canadian Navy, who has the board of inquiry report about the fire. Navy officials said they expect the results of the board of inquiry to be made public by the end of April and hope that the submarines will be ordered to sea shortly after.

"Clearly, we are all anxious to get the submarines back at sea as quickly as we can, but the most important thing for the Navy is the safety of our men and women who serve, and therefore we want to make sure that anything that is in the board of inquiry has been dealt with," Graham said while touring the Navy's west coast base here.

Graham said the four subs provide a valuable maritime surveillance capability, one that Canada wants to exploit to improve security in North American waters.

Navy officers also have acknowledged they want to get the fleet back to sea as soon as possible to ensure crews do not lose their skills. Submariners have been training with simulators in Halifax, but Navy Cmdr. Steve Virgin noted that such activities do not replicate being on operations.

Virgin, commander of Canada's submarine division, acknowledged "there has been, no doubt, a skill fade" with crews being out of the water for five months. "But it is not to the point it is unacceptable or unsafe," he said.

Once crews are back at sea, Virgin said he expects that skill levels will quickly increase.

"People keep their standards up and their skills up in the trainer, but there's nothing like getting back out there," he said. "When that day comes, the learning curves, the experience curve, will start to reverse course and get us back on track."

Conservative Party defense critic Gordon O'Connor raised concerns last month in the House of Commons about the quality of submarine crew training. He questioned whether corners had been cut to save money. Since the deal was made in 1998 to acquire the former British Royal Navy Upholder-class submarines, the program to reactivate the boats has been dogged by delays and technical problems. High-pressure welds have been replaced and cracks were found in some of the valves on the four boats.

Steel piping was replaced after the submarines were stored with water in their fuel tanks. There were also general concerns about the quality of air in the boats.

Another of the submarines, HMCS Victoria, had to undergo repairs after a dent was discovered in its hull. In addition, there have been delays in installing Canadian equipment, such as the fire control and communications systems. As a result, the submarine program is about four years behind schedule.

The total cost of the submarine program has climbed from 750 million to around 890 million Canadian dollars because of the delays and the need to purchase additional spare parts.

The four Upholders cost Britain more than 2 billion Canadian dollars and have a full service life of 30 years remaining. Originally designed for operations in the Greenland-Iceland gap, they were put up for sale in the early 1990s after brief service as the Royal Navy moved to an all-nuclear fleet.

Under the Canadian program, the Navy is transferring the fire control systems from its previous fleet of Oberon submarines so the Victoria-class can use the Mk 48 torpedo. As well, a Canadian communications suite will be installed and modifications done so the submarines can use a Canadian towed-array sonar system.

Submariners to Honor Shipmates at U.S. Navy Memorial

Prnewswire.com, 5 Apr 05

U.S. Navy submariners will remember their fallen shipmates and celebrate their service in a ceremony at the U.S. Navy Memorial on Monday, April 11.

Each year the Navy Memorial dedicates a wreath laying ceremony to the "silent service" and to those who have made the ultimate sacrifice for the nation.

This year's ceremony begins at 10 a.m., with the United States Navy Band and U.S. Navy Ceremonial Guard opening the event, outside, on the Navy Memorial. Rear Adm. Raymond Michael Klein, USN, Deputy Director of Submarine Warfare, is keynote speaker. Klein and Rear Adm. Edward K. Walker, Jr., SC, USN, (Ret.), Acting President and CEO of the U.S. Navy Memorial Foundation, will lay a wreath at the Lone Sailor statue in memory of their shipmates.

The event is free and open to the public.

More information about the U.S. Navy Memorial Foundation is available at <http://www.lonesailor.org>.

Awfully Slow Warfare

Frustrated By The Pace Of Antisubmarine Warfare In The Network-Centric Age, The Navy Is Bringing New Technologies Into Play

By Richard R. Burgess

“We’re going to change ASW — awfully slow warfare — to a time-centric context.” Adm. John B. Nathman, speaking as vice chief of naval operations to a Capitol Hill audience at a Lexington Institute symposium on air power in January, signaled his intention to challenge the stubborn, century-old paradigm of antisubmarine warfare (ASW) as a plodding game of cat and mouse, with periods of hours and even days elapsing from initial detection to destruction of a hostile submarine.

Having assumed command of U.S. Joint Forces Command in February, Nathman is in charge of developing fleet-wide doctrine and tactics in all areas of naval warfare. As a fighter pilot whose career matured in the cockpit of supersonic F-14 and F/A-18 fighters, he knows something about rapid detection, targeting and destruction of targets, an art perfected in the 1980s against the Soviet bomber threat. He similarly wants to shorten the detect-to-engage timeline for ASW.

ASW is difficult primarily because of the opaqueness and distorting effects of the ocean and the unpredictability of the sea floor. Although the atmosphere can distort radar signals, the effect is negligible compared to the vexing distortions of sound in the ocean. ASW is complicated even further in the littoral environment, where detecting the engines, motors, propellers and generators of submarines is hampered by denser shipping traffic, greater ocean noise and shallow-bottom effects on sound propagation.

The targets expected in the littoral environment also are more difficult to detect. The diesel-electric submarines — many of them modern and exceptionally quiet — that equip potential adversaries are easy to hide in the noisy littoral environs. These submarines are potential threats to the access the United States desires to achieve through its evolving sea-basing strategy, designed to minimize reliance on foreign ports by using ships and other platforms for striking adversaries and maintaining presence.

“Sea basing is all about access. ASW is about protecting our sea base,” said Capt. William Toti, head of doctrine development and requirements for the San Diego-based Fleet ASW Command and officer in charge of the command’s detachment at Joint Forces Command.

To address these challenges, the Navy’s Task Force ASW, chartered by Adm. Vern Clark, Chief of Naval Operations, has developed a concept of operations for the 21st century — that Clark approved in December — “intended to guide the development of a comprehensive ASW Master Plan.” In the near term, the Navy’s goal under the concept is to leverage technical advances in such areas as acoustic processing, data collection and sharing, communications, rapid maneuver and precision engagement.

In the long term, the Navy wants to build an integrated network of sensors coupled to standoff weapons to maximize advantages in speed, persistence and precision.

The Navy’s current ASW capabilities largely were developed during the Cold War. Toti told *Seapower* of a common misperception about ASW in that era.

“The truth is we did not do ASW in the Cold War; what we did was surveillance and monitoring. There is a large component of the ASW kill chain that went untested. What we’re trying to do is change the mindset of classic Cold War monitoring to one that appropriately aligns with a wartime mission,” he said.

The Fleet ASW Warfare Command, as stated in Task Force ASW’s “ASW Concept of Operations” document, is focused on “compressing the detect-to-engage sequence by employing networked data, collaborative planning and rapid engagement to quickly destroy enemy forces.”

The long-term transformational strategy involves securing a maneuvering area rid of hostile submarines, and maintaining the ability to destroy submarines at will, at a time and place of choosing.

“The most important component of shortening the detect-to-engage timeline is tying the sensors to the shooters,” Toti said. “A critical and frequently overlooked aspect of that timeline is having shooters in the right place in the right time in order to react.

It’s all about getting weapons on target and defeating the submarine.

“Sensors being networked in real time and reporting at the front end of this process are extremely important. The back end of this process still relies on individual platforms being in the right location to react rapidly to conduct the kill part of the chain.”

Having sensors off-board and placed in operationally appropriate areas would help a sea base, such as an expeditionary strike group, sanitize a chosen operating area, Toti said. Such systems as the Advanced Deployable

System — a portable field of sensors spaced on the sea floor or suspended at various depths — are designed to provide a grid to rapidly detect and track an intruding submarine.

The “ASW Concept of Operations” envisions “pervasive awareness by way of hundreds, even thousands, of small sensing and computing devices that permeate the operating environment.” Such an autonomous sensor field could provide a highly detailed, precise picture of the underwater battlespace that would translate into precise targeting solutions and more rapid response to intruding submarines.

The Navy’s goal is to use FORCEnet to “integrate warriors, sensors, platforms, and weapons into a networked distributed combat force applicable across all levels of ASW,” according to the concept. FORCEnet is an operational concept that calls for the use of new information infrastructures to enhance the service’s capabilities to detect, target and attack enemy forces.

The sensor challenges are significant. “The world of ASW is governed by physics, which often dictates solutions,” Toti said. “Passive technologies are becoming exponentially less effective. As submarine noise decreases by half, it becomes 10 times more difficult to detect. To a large extent we have to do detection by active means.”

Active sonar presents problems not envisioned until recent years. “We’re finding it increasingly difficult to investigate the most effective technologies because of marine mammal issues,” he said. “There is a small but measurable effect on marine life from using active sonar technology.

“We can improve sonar in an environmentally responsible manner,” he said. “It is a huge issue, one we’ve got to come to terms within our ability to develop sensors. Whales and active sonars can peacefully co-exist.”

Toti sees unmanned aerial and underwater vehicles as promising ASW platforms, but considers them to be long-term development issues, with solutions governed by developing breakthroughs to the barriers of physics. One needed advance is a reliable, timely, rapid mobile data link to communicate between underwater and aerial platforms and sensors.

“It takes time to develop such technologies,” he said. “People would love to force invention but that would mean a lot of money being poured into dry wells. We are fairly limited to what we have in force structure today for the near and mid term.”

The transformational goal, however, remains a shift from platform-intensive to sensor-rich operations, which in turn would foster more effective and efficient employment of weapons and platforms. The “ASW Concept of Operations” cites the example of submarines “that now host sensors and weapons in a single platform will, in the future, also serve as command-and-control and logistical support bases for off-ship sensors and kill vehicles.”

“Platforms like [the Littoral Combat Ship] and [the Multimission Maritime Aircraft] can be made very effective ASW platforms, if the right kind of investment is made in mission modules and systems,” Toti said. “It’s not the platform itself but the integrated mission architecture built into the platform that brings capability.”

In the near term, ASW weapons will be limited to improvements of current weapons modified with open architecture to accommodate rapid of upgrades.

“The Mk54 lightweight torpedo [which incorporates guidance systems developed for the Mk48 submarine-launched torpedo into an air- or surface fired torpedo] is a great step forward and shows a lot of promise,” Toti said. “We are just starting to field the weapon.”

There is still a role for low-tech ASW weapons in the littoral environment. In many cases, the water is clear enough to see a submarine submerged in the shallows from the air. Dumb depth bombs remain particularly effective against subs in shallow water. While pushing ahead with transformation, Toti stresses that the Navy’s current ASW capabilities are impressive.

“Too many people have been downplaying our ASW capability and that sends the wrong message to our potential adversaries,” he said. “If a country thinks that procuring submarines is going to solve its American access problems, it’s wrong. We will prevail in an ASW world. The outcome won’t be any different whether the country has submarines or not.”

Sen. Lott Will Continue To Fight Military Base Closings

USA Today, April 6, 2005

Sen. Trent Lott, R-Miss., said he is not finished trying to halt this year's planned closure of domestic military bases even though President Bush thwarted his latest attempt.

"I have options on unrelated issues," said Lott, who had prevented a Senate vote to confirm a member of the commission that will recommend which bases to close.

President Bush put all the commissioners in office last month when senators were on vacation. The Constitution allows a president to fill vacancies when the Senate is in recess. "I used my right to hold a nominee. They used their right to a recess appointment. I'm disappointed in that...but we'll deal with that when the time comes," Lott said.

Lott's attempt last year to get the Senate to stop the closures failed by two votes.

Base closings are unpopular in Congress because communities worry about the economic impact. Lott's state is home to three military facilities.

The independent commission will draw a list that President Bush and Congress must reject or accept, but can't change.

Sen. John McCain, R-Ariz., said, "We have to close bases. We don't have that much money to keep these bases open."

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Republican re-election hopes in 2006 could take hit if Sub Base singled out

By Lolita C. Baldor, New London Day, 6 Apr 05

Washington - Republicans scrambling to keep the Navy submarine base in New London, off the Pentagon's list of base closings next month are working to save jobs - including their own.

The political fallout of a decision to shut down the base could be devastating to the two lawmakers who have argued that their ties to the Republican-controlled White House and Congress give them and their constituents a critical political advantage.

So, Sen. Lincoln Chafee of Rhode Island and Rep. Rob Simmons of Connecticut, both targeted Republicans in largely Democratic areas, are making sure the administration knows how important this issue is to their re-election chances next year.

But as they lobby everyone from the Pentagon to the president's staff, one of their biggest challenges may come from Vice President Dick Cheney, who has twice taken aim at Connecticut's Naval industry.

"There is no bigger political issue for me," said Simmons, who will go to the White House this month and name the potential base closing as his No. 1 political concern.

State Democrats are poised to use the issue against him if the New London base is targeted for closure or realignment.

"Simmons has made the statement that he should be elected because he's on the Armed Services Committee, and he has a relationship with the president," said Connecticut Democratic Chairwoman Nancy Dinardo. "Closing the base would be devastating, and I think the voters would want to hold someone accountable."

Stretched across the eastern half of the state, the 2nd Congressional District is the nation's most heavily-leaning Democratic district represented by a Republican. According to voter registration, just 22 percent of the voters are Republican.

Chafee, meanwhile, is the lone Republican in his state's congressional delegation, and just 10 percent of Rhode Island's registered voters are Republican.

A moderate who often breaks with his party leadership on issues ranging from the environment to taxes and the Iraq war, Chafee is a prime Democratic target.

"People in Rhode Island are parochial, and if they see a Republican U.S. senator who can't step up to the plate with a Republican president and a Republican Congress, and do something to maintain a vital industry like that, then what's the sense of having a Republican senator down there?" said Rhode Island Democratic Chairman Bill Lynch.

Simmons and Chafee met recently with Navy Secretary Gordon England and other ranking Pentagon officials to make their case for the base.

National Republican Campaign Committee spokesman Carl Forti discounted the election fears, saying that Congress members usually do a good job trumpeting their lobbying efforts on behalf of the local base, thus limiting the campaign fallout.

"I can't recall the last time that was an issue in a congressional race," he said.

The proposed list of base closures, the fifth round since 1988, will be released by Defense Secretary Donald Rumsfeld next month. And while officials insist that military requirements and restructuring will dictate which bases are closed or realigned, lawmakers worry about White House influence on the process, while at the same time trying to exert their own political weight in defense of their bases.

Cheney - who was defense secretary under President George H.W. Bush - could be key. In 1992, under pressure to cut the Pentagon budget, Cheney canceled production of the Connecticut-built Seawolf Submarine. Congress later overturned the decision, restored funding for one submarine, and has since funded the development of the new Virginia Class submarine - also built in part at Electric Boat in Groton.

Cheney also helped shape the base closing list that was unveiled by the Pentagon in March 1993 - just after President Bill Clinton took office and Defense Secretary Les Aspin took over at the Pentagon.

The Pentagon recommended the New London base be shut down. After furious lobbying by state officials, the Base Realignment and Closure Commission reversed the decision and removed it from the list.

"Everybody working this issue is fully aware of the vice president's prior positions on the issue and what happened a decade ago," Simmons said. "But we're hoping that that was then, and this is now."

Navy, Coast Guard May Expand Cooperative Port Surveillance Operations

By Jason Sherman INSIDE THE NAVY 5 APR 05

The Navy and Coast Guard are considering expanding a cooperative port harbor surveillance pilot program to give more American harbors a command and control operations center capable of coordinating a response to a maritime terrorist threat.

Senior officials from both services are exploring options to establish Joint Harbor Operation Centers (JHOC) like those recently put in place at San Diego, CA and Norfolk, VA, at other ports used by Navy and Coast Guard.

These operations centers, part of a pilot project begun after the Sept. 11, 2001 terrorist attacks, are run by Navy and Coast Guard personnel who fuse radar, surveillance and intelligence data to create a layered defense of domestic ports.

Ports being considered for new JHOC include: Pearl Harbor, HI; Kings Bay, GA; Mayport, FL; and Everett, WA.

"We're not quite sure which ones we're going to do yet. We're currently looking at a variety of factors that will determine whether or not we need to increase the teaming to a JHOC level," said a senior Navy official.

Vice Adm. Terry Cross, vice commandant of the Coast Guard, and Adm. Robert Willard, vice chief of naval operations, may decide to expand the program to a number of other ports as part of regular talks under the Maritime Security Integration Group.

This panel, established earlier this year, meets every six to eight weeks.

"One of the issues they're looking at is do we need to increase our teaming in ports where we both have a presence," said the Navy official. "How do we leverage off each other so that we're using taxpayer money most effectively, so that we're getting the requisite level of security for the ports that we share?"

Service officials say these operations centers improve the coordination and interoperability of the Coast Guard, the Navy and the military's operational commands -- through the Homeland Security and Defense departments -- that routinely conduct operations in and around ports. Specifically, these joint operations centers are responsible for monitoring the movement of commercial deep draft vessels and tug and barge combinations in waterways where both the Navy and Coast Guard use ports.

Navy warns against markers

Containers wash up on beaches, may contain hazardous materials

By MELISSA DONLEY, The Brunswick News, Apr 5, 2005

If you're strolling along the beach and see a metal cylinder sporting the words "Do not touch," leave it alone.

It may be a military container filled with hazardous material, the U.S. Navy says.

One such container was found recently by a couple walking on the beach on St. Simons Island. The man and woman, whose names were not disclosed, called authorities when they spotted the cylinder in the sand in the area around Virginia Street, on the southern tip of the island.

What the pair had discovered was a Mark 58, a Navy phosphorous marker. It had washed up on the beach Friday afternoon.

The device was a 11/2 foot gray cylinder marked "U.S. Navy Phosphorous."

Police roped off a 300-yard area around the container and, as an extra precaution, evacuated residents of Florence, Virginia and Hamilton streets.

Naval Submarine Base Kings Bay spokesperson Ed Buczek said the cylinders are not unusual on the shoreline of the Golden Isles. At least once a month, the submarine base's Explosive Ordinance Disposal team is sent to the area to pick up one of the markers, he said.

"They are hazardous because they contain phosphorous, and there is the potential for re-ignition," Buczek said.

The Mark 58 is used for marking a target in the water by the Navy. It also is commonly used to mark an area where a sailor falls overboard, Buczek said.

The device is similar to a flare and is supposed to sink after it burns.

Some, like the one found Friday, are deployed, but fail to sink and typically wash ashore with the tides.

The Explosive Ordinance Disposal team from Kings Bay picked up the device from the beach around 12:30 p.m. Friday.

Buczek said it is not known where the marker devices that appear in the Golden Isles come from.

"There's plenty of traffic out there, so it could have come from a number of places," he said.

The markers are not used at Kings Bay, he said.

Glynn County Fire Capt. Jerome Johnson said it is important that individuals notify authorities immediately about any unknown container they find on the beach.

"You never know what it is," Johnson said. "If anything washes up on the beach like that ... call 911."

He said most containers carrying hazardous material have a label identifying it, but containers that are unlabeled should be treated with the same precaution.

Northrop Grumman Awarded Contract to Support Anti-Submarine Warfare Technology

PrimeZone Media Network, 5 April 2005

ANNAPOLIS, Md., April 5, 2005 (PRIMEZONE) -- Northrop Grumman Corporation (NYSE:NOC) has been awarded a seven-year contract to provide hardware integration support for a passive, anti-submarine warfare sonar system for the U.S. Navy's Virginia-class submarine program.

Under a \$42.1 million subcontract with Lockheed Martin (NYSE:LMT), Northrop Grumman's Electronic Systems sector will handle hardware integration for a component of the Lightweight Wide Aperture Array (LWWAA) system for ships seven through 10; Northrop Grumman is already under a similar contract for integration support of LWWAA systems for the first six Virginia-class submarines. The company is responsible for integrating fiber-optic acoustic sensors, also produced by Northrop Grumman's Electronic Systems sector, with the LWWAA system's array panels, as well as for installing the cabling associated with each panel.

Each ship set consists of six array panels, three panels per side-integrated into the submarine hull structure.

"The LWWAA sonar system relies on the latest fiber-optic and laser technologies to detect, classify and locate opposing targets by converting a target vessel's acoustic energy into information that can be used to identify and track it," said Jim Carlsen, director of Northrop Grumman's Oceanic and Naval Systems, the business unit that received the contract.

Final delivery of ship sets seven through 10 is scheduled for 2012.

Northrop Grumman Oceanic and Naval Systems, a business unit of the company's Electronic Systems sector, designs, produces, tests and supports some of the world's most sophisticated undersea systems. Headquartered in Baltimore, Northrop Grumman's Electronic Systems sector is a world leader in the design, development and manufacture of defense and commercial electronics and systems including airborne radar, navigation systems, electronic countermeasures, precision weapons, air traffic control systems, air defense systems, communications systems, space systems, marine systems, oceanic and naval systems, government systems and logistics services.

4 Kings Bay Sailors tops on East Coast

Having four sailors of the year from the same base is a Navy first

By GORDON JACKSON, *The Times-Union*

KINGS BAY NAVAL SUBMARINE BASE -- Four sailors from one base have been honored as the submarine force's sailor of the year at the fleet level for the first time in history.

What's even more remarkable is the sailors all come from the same command at Kings Bay Naval Submarine Base, said Timothy Pew, group command master chief at Submarine Group 10.

"This is bigger than the Boston Red Sox winning the World Series," Pew said. "It's the first time this has happened to one base."

Two of the sailors, Petty Officer 2nd Class Chris Kus and Petty Officer 3rd Class Eric Kappler, were named Submarine Forces Atlantic sailors of the year for sea and shore duty, respectively, in the junior rank category.

Two other Kings Bay sailors, Petty Officer 1st Class Peraxedes Cotrina and Petty Officer 1st Class Sean Craycraft, received similar honors in the senior rank category and are still in the running for the Navy's Atlantic Fleet sailor of the year competition. The winners will be announced April 22.

"It is a true testament to the entire Kings Bay team that all four sailors of the year were selected from this area," said Capt. Timothy Lindstrom, chief of staff for Submarine Group 10. "As with any award, along with great personal effort and performance, it takes the entire team pulling together to allow an individual to excel. We are all extremely proud of all four of our selectees, and certainly expect our senior sailors to compete well at the fleet level."

Good For You

Aberdeen News, 6 Apr 05

Lt. Kevin J. Millslagle, communications officer on the USS Alexandria, formerly of Aberdeen, was recognized as one of the top junior officers from the U.S. Navy's submarine force. The annual Junior Officer of the Year program recognized 17 junior officers for their hard work, dedication and capability.

Indian Navy hopes to acquire 'blue water capability'

India Express, 04/04/2005

Indian Navy hopes to acquire "blue water capability" in the next 15 years with the addition of two Aircraft Carriers, more long range spy planes and around 25 killer hunter submarines in 30 years, including an indigenously developed nuclear sub, according to Naval Chief Admiral Arun Prakash.

Prakash, who has just concluded a vital ten day visit to United States holding wide ranging talks with US military and Pentagon officials, said currently the Navy had force levels falling as number of warships being decommissioned outnumbered new inductions.

"Very few orders were placed with Indian shipyards between 1985-95, which has created a void. Additionally large proportion of the navy's force level currently comprise brown water units or smaller warships," the Naval Chief told the US weekly Defense News.

However, he said indigenous production of warships had picked up with 19 new warships of higher tonnage displacement in various stages of construction. He said these included two new lines of frigates 'Shivalak' class, Project 15A and Project 17 Stealth ships and an indigenous Aircraft Carrier.

He said a new range of anti-submarine Corvettes were also under construction, which would make the Indian navy a lethal force in next 15 years giving it a truly global reach.

But the shortcomings withstanding, the Naval Chief asserted his force was capable of immediate response across the entire spectrum of conflict, from various forms of low intensity maritime operations, all the way to full fledged armed conflict.

Germany offers submarines to Indonesian military

Xinhua, April 5, 2005

JAKARTA -- The German government has offered to sell Indonesia its submarines on a counter-trade scheme, an official said here Tuesday.

"Germany offers us a program to acquire submarines to strengthen our military equipment," said Aqlani Maza, director general of arms procurement under the Ministry of Defense.

Newton Noncommittal On BRAC

Retired general stresses qualifications, sidesteps specifics about commission

By Robert A. Hamilton, New London Day, 7 Apr 05

Hartford - Retired Air Force Gen. Lloyd W. Newton, the newly appointed member of the 2005 base closure commission, had to master evasive maneuvers flying 269 combat missions over Vietnam.

He showed he still has that skill during his first press conference since his assignment, outside Gov. M. Jodi Rell's office on Wednesday afternoon.

Newton sidestepped questions about the prospects for the Naval Submarine Base in Groton, whether he will meet with a group trying to save the base, and about the tight timeline facing the Base Realignment and Closure or BRAC Commission.

"I am here to represent the nation, as well as to be a spokesman for the Northeast," Newton said. "I will be serving on behalf of the president."

He was unequivocal, however, that with his background he is qualified to assess not only at Air Force installations but Navy, Marine Corps and Army operations.

Newton has held several high-level "joint" jobs, which require coordination among all the military services, including director of operations for the U.S. Special Operations Command.

For the most part, however, he kept his comments as generic as possible: "I am honored that the governor has such confidence and trust in my abilities. I'm also highly honored the president shares her trust."

Rell and the congressional delegation had worked behind the scenes for weeks to get Sen. William Frist, R-Tenn., to nominate Newton to the panel. Frist agreed last week, and the president accepted the nomination.

"Certainly, his vast experience and background will serve him well," Rell said in introducing Newton. "The commission has a very tough job before it.

What we wanted to do was make sure there was representation from the Northeast."

Rell said she's not looking for the base to get any special treatment with Newton's appointment, just a fair hearing before the nine commissioners so the state can make the case for keeping it open.

Members of the Subbase Realignment Coalition said they expected Newton to take an arms-length approach to the question of the Connecticut base to avoid any appearance of favoritism.

"I wouldn't want him to do anything that would compromise his ability to do his job," said state Sen. Catherine W. Cook, R-Mystic, who attended the press conference. "I think General Newton will be an outstanding representative of the nation, but he clearly knows who we are, and that's important."

William Moore, who was chairman of the Coalition during the BRAC processes in 1993 and 1995, and is a member this year, said his greatest concern before Newton was nominated was that no BRAC commission members were from the Northeast.

"He's an extremely qualified candidate, and brings a lot of balance to the commission," Moore said.

And while Newton said he thought it was "too soon" to talk about meeting with the coalition, Moore noted, "I'm not sure he closed the door on it."

"I will be following the lead of the chairman," Newton said, referring to the head of the BRAC panel, former U.S. Secretary of Veterans Affairs Anthony J. Principi. But he said communities will get their chance to talk about the closure process with him and other members.

"In the past, we haven't met with members of the commission until after the list was out, and I think we're prepared to wait this time around as well," Moore said.

Coalition Chairman John C. Markowicz noted that at least two members of the commission, from Virginia and California, had previously served on the "save-the-base" groups in those states.

"Although we don't expect the same level of participation from General Newton, we'd love to be able to have a small contingent meet with him to discuss the military value of the synergy that exists in southeastern Connecticut," Markowicz said.

The coalition has stressed that it would cost the Navy billions to reproduce not just the submarine piers in Groton, but the repair operation known as the Naval Submarine Support Facility, and the Naval Submarine School, which graduates all submariners in the fleet.

Newton has more than 4,000 flight hours in fighter, cargo and training jets after earning a commission in 1966, soon after his graduation from Tennessee State University.

He later became the first black member of the service's prestigious "Thunderbirds," and for a time was the only black Air Force four-star general.

His last job in the Air Force was commander of Air Education and Training Command, supervising 13 bases, 43,000 active duty personnel and 14,000 civilians. He retired Aug. 1, 2000, and is now an executive vice president at Pratt & Whitney Military Engines in East Hartford.

Newton said the BRAC panel will face a tight schedule. It has less than six weeks before it gets the list of recommended closures from the Pentagon, and it has not hired a staff or established an office.

Newton said previous BRAC commissions have had similarly ambitious schedules, "and they've gotten through it."

Editorial: Making the case for Hanscom, Portsmouth

From The Salem News, 6 Apr 05

Officials in Massachusetts, New Hampshire and Maine face a daunting task trying to save two of the region's major military facilities - Hanscom Air Force Base and the Portsmouth Naval Shipyard.

Both are expected to be considered for closure this year. But both are critical not only to the North of Boston economy, but also to meeting the demands of modern warfare.

Hanscom and Portsmouth are major military assets, performing vital functions for an Army, Navy and Air Force that increasingly require maximum mobility and state-of-the-art weaponry. Both employ thousands of people from all three states and pour hundreds of millions of dollars into the New England economy.

Hanscom, located near the ancient battlefields of Concord and Lexington, has led the world in developing the technology that has allowed the U.S. Air Force to retain mastery of the skies in conflicts from World War II to the present war in Iraq. There is no other facility anywhere that offers the breadth and depth of expertise available here.

And Portsmouth, though it is among the oldest of military bases having been established at the mouth of the Piscataqua River in 1800, has continued to change its focus with the times. Today it employs 4,800 who are charged

with maintaining the Navy's fleet of nuclear submarines and deep-diving submersibles. It is one of only four naval shipyards still in operation, two of which are on the West Coast. (The other is in Norfolk, Va.)

Many expect one or both will be on the list of bases recommended for closure by Defense Secretary Donald Rumsfeld this spring. He's stated that he would like to close 20 percent of the country's existing military facilities in an effort to save money.

But members of the three states' congressional delegation, who are united in this effort despite party and other differences, are determined that a case can be made to keep both open. The review of Rumsfeld's recommendations to be conducted between May and the fall by the Base Realignment and Closure Commission - which does not have a single New England representative - will be critical. The final closing list approved by President Bush can only be voted up or down - not amended - by Congress.

Republican Gov. Mitt Romney and Sen. Edward Kennedy, among the country's most influential Democrats, have already turned heads on Capitol Hill walking the halls together and making the case for retaining Hanscom.

They've offered to expand the base at state expense, and there has also been talk of at least maintaining the private components including the laboratories operated by MITRE Corp. and MIT currently located at Hanscom. The fact is the Air Force is unlikely to find this amount of talent anywhere outside the Greater Boston educational sphere. Consequently it's in the country's best interest for Hanscom, and the nearby U.S. Army Soldier Systems laboratory in Natick, to survive.

Likewise, the mostly Republican delegation from Maine and New Hampshire ought to be able to make a convincing case for retaining the Portsmouth yard. Submarine repair is a highly specialized undertaking, as is the outfitting of deep-sea submersibles. The U.S. military generally is acknowledged as the finest in the world, but the two places in which its superiority is unmatched is in the air and under the sea. And that's due in large measure to the highly skilled workforces that are in place at Hanscom and Portsmouth.

NUMI provides sub crews with emergency medical training

By JO3 Steven Feller, The Dolphin, 7 Apr 05

"Take care of the ship!" For hundreds of years, these words have rolled off the tongues of plankowners, commanding officers and every other Sailor who has left his seaworthy home in the hands of a newer, fresher crew. So with the entire crew 'taking care of the ship,' it's fair to argue that that only leaves the 'doc' to 'take care of the crew.'

One of the most demanding jobs aboard a submarine is that of the Independent Duty Corpsman (IDC), or 'doc.'

The Emergency Medical Assistance Team (EMAT) is among the most valuable tools an IDC has in his inventory. The first to respond to a medical emergency aboard a submarine, the EMAT's job is to apply first aid and safely transport the patient to where the IDC directs.

While most of the training the EMAT receives is directly from the ship's IDC, the Naval Undersea Medical Institute (NUMI) offers a comprehensive course in everything EMAT for those waterfront Sailors who can find the time for training and temporarily put aside arduous command duties.

Course participants learn everything including, but not limited to: basic anatomy; casualty assessment and transportation; hemorrhage control; head, spine, face, chest and abdominal trauma; heat injuries; IV administration; and defibrillation use. And they only have three days to learn it all.

Hospital Corpsman 1st Class (SS/SW/FMF) Raymond Meyers is the lead instructor of the EMAT training course. In addition to his primary job as an IDC instructor, three times a year Meyers assumes his role in EMAT training.

He noted that participation in the course varies depending on operational schedules.

"NUMI sends out messages looking for course participants," said Meyers. "For this course, our largest, we filled the class with 17 participants from eight different boats."

Meyers also said the class participants are lucky to be stationed in Groton and have this training available to them.

"We are trying to structure a training program for non-medical personnel aboard submarines. We are fortunate that this service was always available in Groton. NUMI is based here and we are the training command for all the submarine IDCs," said Meyers.

One of class participants, Culinary Specialist 3rd Class (SS) Moises Jimenez, of USS Miami (SSN 755), said he joined the course to help his IDC.

"There is only one doc aboard the ship," said Jimenez. "Ideally, it would be great if the whole crew could get this training. If there was ever a mass casualty, the crew would need more people, besides the doc and the EMAT, who are medically trained."

"You never know what's going to happen when you're out to sea," added Miami Sailor CSSN (SS) Bob Wofford. "The more people you have medically trained, the better. If I get hurt, I would want someone qualified to help me out."

According to Capt. Paul Kelleher, Director of Education at NUMI, the Institute is currently working on a streamlined, etched-in-stone EMAT training program.

"Commander, Naval Submarine Force (COMNAVSUBFOR) does not have a specific guidance for and does not dictate a specific course for EMAT training," he said. "At NUMI, we use the EMAT course to help support the waterfront, to assist the local boats. Recently, the course has acquired an increased visibility; the goal for us now is to formalize the course and export it to the fleet."

NUMI Officer-in-Charge Cmdr. Robert Nordness echoed Kelleher's comments about sending the product out fleet wide.

"We've taught this course for several years," said Nordness. "Although we offer the course, it isn't mandated. Currently, we are updating the curriculum and how the course is taught. The bottom line is we are going to give the best medical service to the fleet that we can."

If there were one person aboard Naval Submarine Base New London (SUBASE) who realizes the importance of Emergency Medical Assistance Team (EMAT) Training above any other, it would have to be Lt. Donald Harris. A 29-year Navy veteran, Harris has never forgotten the day when, as an Independent Duty Corpsman (IDC) aboard USS Trepang (SSN 674), his EMAT saved his life.

"Appendicitis," said Harris. "I woke up aboard the sub one June 1988 morning and was in a lot of pain. I made the self-diagnosis and determined I had appendicitis."

What made the ordeal harrowing was that not only was Trepang hundreds of miles from shore, but the weather wasn't good enough to perform a medical evacuation (MEDEVAC).

At first the crew thought it might be a drill, but a sliver of panic set in as they realized this was the real deal.

"They (crew) thought that this was a bad omen," said Harris. "There was some disbelief that the 'doc' was now the patient." Thankfully, Harris' EMAT had plenty of skills and prior medical experience.

One Sailor who wasn't a member of the EMAT was Fire Control Technician 2nd Class (SS) Gary Bonneau. "Saving someone's life wasn't what an FT was supposed to be doing that day," said Bonneau. After completing an 18-hour watch, Bonneau had barely hit the rack when another Sailor approached him.

"Do you know how to put in an IV?" the Sailor asked.

Luckily for Harris, that answer was 'yes.' Bonneau, who earned his undergraduate degree in pre-medicine and another Sailor, Machinist's Mate 2nd Class (SS) Barry Bates, who previously worked as an emergency room nurse, were able to provide Harris with ample medical aid.

"Pre-medicine was my degree but I had actually worked in an animal laboratory," said Bonneau. "I figured I had 'stuck' enough rats with needles so I should be able to stick an IV into anything."

The team immediately started an IV, performed blood work and administered antibiotics and other pain medication. By 2 p.m. that Friday afternoon, Harris' appendix was inflamed; by 10 p.m., it ruptured.

"We gave the doc morphine and antibiotics and we also spoke with a doc in Norfolk who gave us ideas and suggestions. We took white blood cell counts every hour, which helped us pinpoint when the appendix ruptured," said Bonneau.

From the time Harris' appendix ruptured, it would be another 19 hours before Harris made it to the hospital.

According to Bonneau, while he and the EMAT brought a lot to the table, one of the biggest assets was Harris himself.

"As sick as he was, he kept us calm and collected. Most people wimp out when they get sick but here he was, vomiting bile, and still helping us treat him," he said.

Later at the Portsmouth Naval Hospital in Virginia, Harris' doctors told him that if his Team had not responded when they did, he would be dead. After 30 days of convalescent leave, Trepang welcomed Harris back on July 4th.

According to Harris, the whole incident was a rude awakening.

"My whole focus for the EMAT was that they were going to assist me. I never had it in my mind that these guys would take care of me. I never thought I would be the patient," he said.

Sixteen years later, Harris is now responsible for all EMAT training at the Naval Undersea Medical Institute (NUMI), where at least three times a year, Sailors from the waterfront come to learn the very skills that saved Harris' life years ago.

Currently, NUMI is working on refining the EMAT Training Program; and with greater participation in the program, NUMI also hopes to add more training sessions to its calendar.

"By refining this program," said Harris, "we aim to make this an exportable product. We would like to get the EMAT training to the subs as a core training package."

Harris also noted that ideally, NUMI would like every Sailor to receive EMAT training.

"But realistically, the IDCs must identify those Sailors who are motivated enough to be a part of the EMAT. Sometimes, they'll (IDCs) get lucky and have someone on the team who may have worked as an EMT (Emergency Medical Technician) or works part-time as a volunteer firefighter.

"You have to have people on the team who have a desire to help other," continued Harris. "You have to have people who want to be a part of it."

New Technology For Navigating Without GPS

From Science Daily, 7 Apr 05

A new method for navigation at sea, independent of GPS, is being put forward in a dissertation from Linköping University.

Today merchant marine, military, and recreational boat traffic all rely on the global satellite system GPS to determine their position at sea. But sometimes information from the system is incorrect. Poor visibility or lax attention can then spell disaster.

GPS can be jammed, either unintentionally or intentionally. Signals from the satellites can be interfered with by ice build-up on the vessel's antennas, by other communication equipment, or by physical obstacles. Submarines cannot usually use the system.

Doctoral student Rickard Karlsson at the Center for Control and Communication describes in his thesis how modern, simulation-based methods of treating signals can be used to monitor and, if necessary, to take over the GPS function on a vessel.

This technology, unique in the world, requires no external infrastructure and is not susceptible to interference.

Instead, the vessel's own radar is used to measure the distance to surrounding shores, and this data is then compared with a digital sea chart. In a submarine, information from sonar equipment is compared with a digital depth chart. In combination with data about the movement of the vessel, the correct position can be calculated.

The method is based on a mathematical algorithm, a so-called particle filter, which is installed as a program in the vessel's computer system. There is no need for any further hardware to be installed beyond what is already on board. Preliminary trials show that the method works just as well as GPS in navigating an archipelago.

The dissertation Particle Filtering for Positioning and Tracking Applications deals with several other uses of the same principle: positioning industrial robots, tracking vehicles from another vehicle to avoid collisions, and tracking boats and ships from an airplane.

Are you getting the picture?

Camera phones not welcome at secure areas

By JO2(SW) Michael Wiss, Periscope staff

Wireless phones are very affordable and increasingly popular throughout the United States. Camera phones are the gadget of the moment and are now being marketed aggressively. However, if you work in a secured area aboard NSB Kings Bay, you had better leave your camera phone behind or you may risk losing it.

Camera phones for unofficial use are not authorized within the gates of Strategic Weapons Facility Atlantic, Trident Training Facility, Trident Refit Facility or any restricted waterfront area on the lower base at Kings Bay without an official camera pass. According to Ron Powell, deputy director of base security, it is best to leave your camera phone at home.

"Passes are required for any type of photographic equipment. Even though people can put a cell phone in their pocket, they are on the honor system to report and get a pass for it," he said. "If you do not report it or accidentally bring your camera phone into a restricted area, you have a very good chance of having it confiscated."

Anyone in possession of photographic equipment within secured areas must have an approved camera pass to be able to take official pictures only. If a camera pass is not produced, the security force will be summoned and all film and equipment will be confiscated and an investigation will be performed. Photographs taken with digital cameras will have memory cards erased or the memory chip removed. Military members could lose security clearance and possibly be charged with a court martial offense.

"People need to be aware of the rules and regulations involving camera phones," Powell said. "If they choose not to follow the rules, they could end up paying a big price."

According to base officials, it's important that service members see the camera phones as a potential danger to mission readiness.

"The new technologies in camera phones can be a threat to national security. It is something that is just coming to the forefront," said Dennis Hinman, TRF security officer. "Camera phones can be as little as a button. We need to make sure everyone is aware of the potential problem this could turn into."

All department heads are being trained about the dangers of camera phones. They are being instructed to warn their people about the possible consequences if a camera phone is found in a restricted area.

"Department heads have explained the rules involving the use of camera phones. Everyone should know the rules by now," Hinman said. "Ignorance is no longer an excuse."

DPRK Organ Decries US Submarine's Docking in ROK, Defends Its Nuclear Weapons

Pyongyang Rodong Sinmun (Korea), 04/06/2005

The belligerent US forces are showing a very ominous move to ignite a nuclear war on the Korean peninsula. A case in point is the fact that South Korean private organizations have recently disclosed with a photo that nuclear-powered US military attack submarine "Los Angeles" called at the Chinhae Naval Base, South Korea, when the US-South Korea "Reception, Staging, Onward Movement, and Integration [RSOI] exercise" and the "Foal Eagle" joint military exercise were being staged as a combined exercise in South Korea. Up until now, the United States has never made public its nuclear-powered submarine's call at South Korean seaport, and has strictly kept it secret. This is the first time that the fact has been disclosed.

This once again clearly shows that the United States has run amok in staging exercises for actual combats, while regarding a nuclear war on the Korean peninsula as an irreversible fact.

On many occasions, the United States has said that it "would not attack or invade the DPRK." However, its gibberish is nothing more than a stratagem aimed at concealing its attempt to unflinchingly swallow our country with the force of arms.

The United States, which conducted a joint anti-submarine exercise in the East Sea of Korea [Sea of Japan] with South Korea in this year, mobilized the "Stryker" unit, a rapid mobile force deployed from the US mainland; the combat fleet by "Kitty Hawk," a main aircraft carrier of the US 7th Fleet; fighter-bombers, fighters, and many other, huge offensive means to stage the "RSOI" exercise and the "Foal Eagle" joint military exercise as a combined

exercise. The fact that the United States secretly brought a nuclear-powered attack submarine into South Korea on the pretext of the war exercises fully lays bare the aggressive nature and danger of the game it played with fire this time as a preliminary nuclear war and as a test war for northward invasion, which was waged with our Republic as a target for a preemptive nuclear strike.

This is not the first time that the United States' sinister scheme to ignite a nuclear war on the Korean peninsula has been brought to light.

It has been laid bare by a document declassified by the "Freedom of Information Act" and by others that the United States prepared a scenario to use 30 nuclear weapons in "times of a contingency" on the Korean peninsula and conducted mock warheads dropping exercises, postulating the use of nuclear weapons. The United States has deliberately and viciously staged nuclear war exercises for northward invasion, even if it officially made a commitment in the DPRK-US Agreed Framework that it would not pose threats to our country with nuclear weapons and it would not use nuclear weapons against our country. After taking power, the belligerent Bush group openly designated our Republic as a target for preemptive nuclear strike, and it is blatantly scheming to carry out a preemptive nuclear strike against the DPRK.

Lately, the United States is even more frantically speeding up the preparations for a nuclear war against our Republic. The United States has already deployed "B-52" and "B-1B" strategic bombers in Guam -- a strategic base with the Korean peninsula as a target --, and, then, it is now planning to deploy new-type long-distance bombers, cruise missiles, and nuclear-powered submarines, and it is also planning to deploy the ultra-high-speed underground penetrating missiles, which have been especially developed for destroying our country's underground structures, the first in South Korea. It goes without saying that these US maneuvers are for the purpose of carrying out a preemptive nuclear strike against our country. Recently, Richard Myers, chairman of the US Joint Chiefs of Staff, in a talk with the NBC television network, has openly blabbed that the US Forces are capable of carrying out military operations against the North Korea's nuclear facilities, if the need arises.

The facts clearly show that the United States is determined to unflinchingly implement the aggressive strategy aimed at invading the DPRK and Asia by carrying out preemptive nuclear strikes.

In a situation in which the United States has absolutely no desire to coexist with our country, but it is only seeking to "overthrow the system" of ours with the force of arms, it is absolutely just that our Republic has come to possess nuclear weapons. Had our country not strengthened its self-defensive defense capability to counter the US attempt to carry out a preemptive nuclear strike, the Korean peninsula would have already been turned into a US nuclear war battlefield, and the Korean people would have suffered nuclear catastrophes and disasters.

We do not pay attention to whether or not the United States has the desire to attack us. The nerve of our army and people fully prepared for self-defense to counter any attack is that the United States can do whatever it wants to do. Nuclear weapons are not US monopolies, and the United States is not the only one that has an option to carry out a preemptive strike. If the US imperialist warmongers will light the fuse of a nuclear war in our sacred land, they themselves will never be able to escape from the flames of the war.

ASW North Korea ready to counter "ominous" US submarine drill in South

6 April 2005 BBC Monitoring Asia Pacific English

Text of Nodong Sinmun newspaper commentary entitled: "We are prepared to counter any attack"; carried by North Korean Uriminjokkkiri web site on 6 April

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Since their purchase from Britain in 1998 the subs have been facing well-publicized problems. One had sea water leaking into its hull. Cracks were found in some valves on the boats. Excessive rust was discovered on some of the hulls. HMCS Victoria had a dent in its hull which had to be fixed. And one sub made an emergency surfacing off Newfoundland when water started pouring into the boat.

Defence analyst Richard Gimblett said that because of the relatively low cost of the sub program -- now at about \$900 million -- Canada can afford to invest more in the Victoria-class boats if necessary. He noted Australia's program to build new submarines is costing about \$5 billion.

FY '06 Sub Budget Looks Good, But Future Unclear, Lawmakers Say

By Geoff Fein, Defense Daily 8 APR 05

Although the Pentagon's budget for submarines looks good, the submarine industrial base should be prepared to fight for funding and a future that could put pressure on sub surface fleet construction, according to two congressional leaders.

"We are in jeopardy in case you didn't know it. We are fighting for those dollars, and we are competing with other good people with other good reasons for those dollars," Rep. Rob Simmons (R-Conn.) said at the Submarine Industrial Base Council's congressional breakfast on Capitol Hill yesterday. "We are fighting with the surface branch, Air Branch, the U.S. Army."

While competition for funds is important, the future lies with submarines, Simmons said.

"The future lies with Tango Bravo (a Defense Advanced Research Projects Agency effort to develop a smaller submarine with all the capabilities of a Virginia-class sub), with smaller, lethal, more capable littoral fighters, and that's what I'm after," he said.

Simmons is the vice chairman of the House Armed Service Committee's Force Projection subcommittee. His district includes Groton where General Dynamics [GD] Electric Boat is building the Virginia-class submarine.

This week, General Dynamics brought in 125 suppliers from across the country to discuss the future of the submarine force with their representatives.

Simmons said he is working with his colleagues on the House Armed Services Committee, Roscoe Bartlett (R-Md.), Jo Ann Davis (R-Va.), and Gene Taylor (D-Miss.), to bring more dollars to shipbuilding.

"To do so, we formed the shipbuilding caucus. It's a force of people working hard to get more dollars into shipbuilding. Right now we are working particularly hard to capture some of those \$400 million to \$600 million research and development dollars to put into new sub surface warfare platforms," Simmons said.

"There is only one military system in the arsenal today that is immune to electro magnetic pulse energy, that's the submarine underwater," he added. "When we sell our product, we sell it as stealthy, as lethal, and invulnerable to those kind of attacks."

Sen. Jack Reed (D-R.I.) said the budget this year looks good for subs and undersea warfare. "We have good budget numbers, but we have to be very careful about the future."

"This budget shows a strong commitment to subs, but over the horizon there are critical issues," he said. "The plan originally was to go to two submarines a year in 2009. Now that's been pushed back to at least 2011 or 2012 because the two submarines are not in the five year defense plan. That's something we have to work on."

The force projection plan submitted by the Navy is looking ahead to where it will be in 2035, Reed told industry representatives. But he warned those attending the meeting that the Navy is talking about 37 to 41 submarines, not the current 51. The Navy, however, is providing research and development funding for future concepts, Reed noted.

"We have \$600 million over the next five years for what the administration is calling 'undersea superiority.' We think it is the beginning of a new sub that will take the place of the Virginia-class, more capabilities more sophisticated, and more strength for the U.S. Navy," he said.

Still, it will be important for Congress to work out the surface shipbuilding issues before it begins to put pressure on sub surface systems, Reed said.

"As [Rep.] Rob Simmons pointed out, we have an overall problem with ship building. [In the] sub surface we are doing well, [but in the] surface there is real pressure on construction of surface ships. That pressure will migrate eventually," Reed said.

He added it's important to remind Congress that submarines programs stretch across the entire country. "Submarines are not just something they build on East Coast. The manufacturing base is all across this country," Reed said.

Navy Environmental Study Finds River Dredging Safe

Permit Sought To Construct New Pier At Submarine Base

By Robert A. Hamilton, New London Day, 8 Apr 05

Groton - The Navy has completed an environmental assessment that concluded dredging the Thames River to allow construction of a new pier should not harm the environment, particularly if the work is done during the fall and early winter.

The study said if the dredging is done between Oct. 1 and Jan. 31, it "would not significantly impact human health or the environment." The assessment was required for the Navy to obtain a permit from the U.S. Army Corps of Engineers to do the work.

Corps officials said the application is being reviewed, but a decision could come as early as this month. If the Navy's finding is approved, it would not be required to do a more in-depth environmental impact statement.

The Subbase Realignment Coalition, which is fighting to keep the base off a list due out next month of base closure candidates, and Electric Boat have requested the corps approve the application. The state Department of Environmental Protection has not opposed it, but has sought assurances that the work will not harm the marine life in the area, particularly shellfish.

The Navy plans to demolish piers 4, 6 and 13 at the southern end of the base, which are designed for submarines that are no longer in use, and replace it with a new Pier 6 that would accommodate modern boats.

The new pier would be about 32,400 square feet, built on pilings with a concrete deck, improved utilities and waste handling equipment, and modern security measures. The berths would be 477 feet long, more than enough to handle the 377-foot next-generation Virginia class of submarines.

The plan calls for the Navy to dredge about 71,000 cubic yards of bottom material from around the existing piers, and bury it in the middle of the river. Another 83,000 cubic yards of material would be excavated from the navigation channel to accommodate the dredge spoils, with about 10,000 cubic yards of that cleaner material used as a cap for the near-shore spoils, and the rest would be dumped at the New London Disposal Site in Long Island Sound.

Russia To Test St. Petersburg Submarine Soon

Russian News & Information Agency, 8 Apr 05

ST. PETERSBURG, APRIL 8, (RIA Novosti) - The Admiralteyskiye Verfi ship-yard is to conduct the St. Petersburg fourth-generation non-nuclear submarine's trial run late this May.

Talking to RIA Novosti here today, people at the ship-yard's press center noted that mooring tests would be completed by that time. Such tests involve the ship-yard's specialists, as well as those from the Rubin naval design bureau (that had developed the submarine).

The Russian Navy will receive the St. Petersburg submarine in late 2005, that is, after all tests are completed. This submarine's keel was laid in 1997.

The new submarine's improved specifications will make it possible to effectively hit underwater and surface targets alike. She will also launch missile salvos. The submarine features new-generation radio-electronic equipment replete with a modern elements base, a permanent-magnet electric propulsion unit (that can operate in just about any mode), as well as a storage battery with an extended service life.

Noise levels have been reduced several times over. The submarine hull also features a new and effective anti-sonar coating. She boasts a comprehensive automated-control system for her weaponry and technical systems, too.

The submarine's sonar complex features a highly sensitive sound locator in the bow section. The sound locator's area exceeds that of previous-generation subs' sound locators several-fold. The navigation complex ensures navigation safety, also making it possible to launch cruise missiles, while the submarine remains underwater for a long time. All retractable systems, except the commander's periscope, do not penetrate the submarine's pressure hull.

Peter the Great had established Admiralteyskiye Verfi, which is Russia's oldest ship-yard, November 5, 1704. As of today, this enterprise designs, produces and upgrades civilian ships and warships, too. It has built more than 2,600 ships over the last 300 years.

Chinese Navy Buildup Gives Pentagon New Worries

By Jim Yardley and Thom Shanker, New York Times 8 APR 05

ZHANJIANG, China - At a time when the American military is consumed with operations in Iraq and Afghanistan, global terrorism and the threat of nuclear proliferation in North Korea and Iran, China is presenting a new and strategically different security concern to America, as well as to Japan and Taiwan, in the western Pacific, Pentagon and military officials say.

China, these officials say, has smartly analyzed the strengths and weaknesses of the American military and has focused its growing defense spending on weapons systems that could exploit the perceived American weaknesses in case the United States ever needs to respond to fighting in Taiwan.

A decade ago, American military planners dismissed the threat of a Chinese attack against Taiwan as a 100-mile infantry swim. The Pentagon now believes that China has purchased or built enough amphibious assault ships, submarines, fighter jets and short-range missiles to pose an immediate threat to Taiwan and to any American force that might come to Taiwan's aid.

In the worst case in a Taiwan crisis, Pentagon officials say that any delay in American aircraft carriers reaching the island would mean that the United States would initially depend on fighter jets and bombers based on Guam and Okinawa, while Chinese forces could use their amphibious ships to go back and forth across the narrow Taiwan Strait.

Some American military analysts believe China could now defeat Taiwan before American forces could arrive at the scene, leaving a political decision about whether to attack, even though Taiwan would already be lost.

Even the most hawkish officials at the Pentagon do not believe China is preparing for an imminent invasion of Taiwan. Nor do analysts believe China is any match for the United States military. But as neighboring North Korea is erratically trying to play the nuclear card, China is quietly challenging America's reach in the western Pacific by concentrating strategically on conventional forces.

"They are building their force to deter and delay our ability to intervene in a Taiwan crisis," said Eric McVadon, a former military attaché at the United States Embassy in Beijing.

"What they have done is cleverly develop some capabilities that have the prospect of attacking our niche vulnerabilities."

China's rapid military modernization is the major reason President Bush has warned the European Union not to lift its arms embargo against Beijing. At the same time, some officials in Washington, particularly on Capitol Hill, would like Taiwan to buy more American arms to beef up its own defenses.

Japan, America's closest ally in East Asia and China's rival for regional dominance, is also watching China's buildup and reorganizing its own military. The Japanese prime minister, Junichiro Koizumi, has echoed President Bush by calling on Europe to leave the arms embargo against China in place. A research center affiliated with Japan's Defense Ministry has also criticized China's increased military spending and cautioned that Beijing was rushing to prepare for possible conflict with Taiwan, an assertion China sharply denied.

The growing friction between Japan and China, fueled by rising nationalism in both countries, is just one of the political developments adding to tensions in East Asia. In March, China passed a controversial new "antiseccession" law authorizing a military attack if top leaders in Beijing believe Taiwan moves too far toward independence - a move that brought hundreds of thousands of people in Taiwan out to protest China's most recent military white paper also alarmed American policy makers because it mentioned the United States by name for the first time since 1998. It stated that the American presence in the region "complicated security factors." China, meanwhile, accused the United States and Japan of meddling in a domestic Chinese matter when Washington and Tokyo recently issued a joint security statement that listed peace in Taiwan as a "common strategic objective."

"The potential for a miscalculation or an incident here has actually increased, just based on the rhetoric over the past six months to a year," one American intelligence analyst in Washington said.

At a welcoming ceremony on March 28 for the command ship Blue Ridge, of the American Seventh Fleet, here at the home base of China's South Sea Fleet, the American commanding officer, Capt. J. Stephen Maynard, and his Chinese counterpart, Senior Capt. Wen Rulang, sidestepped questions about the antiseccession law and military tensions. Asked about China's military buildup and how America should view it, Captain Wen praised the United States Navy as the most modern in the world.

"As for China," Captain Wen said, "our desire is to upgrade China's self-defense capabilities."

In China's view, however, self-defense involves Taiwan, which it regards as a breakaway province and which the United States, by treaty, has suggested it would help defend. In 1996, when China fired warning-shot missiles across the Taiwan Strait before the Taiwanese elections, President Clinton responded by sending a carrier battle group to a position near Taiwan. Then, China could do nothing about it. Now, analysts say, it can.

In fact, American carriers responding to a crisis would now initially have to operate at least 500 miles from Taiwan, which would reduce the number of fighter sorties they could launch. This is because China now has a modern fleet of submarines, including new Russian-made nuclear subs that can fire missiles from a submerged position. America would first need to subdue these submarines.

China launched 13 attack submarines between 2002 and 2004, a period when it also built 23 ships that can ferry tanks, armored vehicles and troops across the 100-mile strait. Tomohide Murai, an expert on the Chinese military at the National Defense Academy in Tokyo, said that China's buildup is intended to focus on an American response, but he is skeptical that China already has the naval and air superiority over Taiwan to dominate the strait.

But Mr. Murai said China's military would continue to expand and modernize for years to come because of the country's booming economy, while Japan is restricted by budget constraints and its World War II era Constitution. Chinese subs and Japanese vessels already have played politically explosive cat-and-mouse games around a string of islands claimed by both countries.

"The speed of our modernization is not so rapid as in China," Mr. Murai said. "Many people in Japan worry that the balance eventually will be less favorable."

China, meanwhile, often expresses concern about rising militarism in Japan and notes that Japan spends more on its military budget – a debatable point since Western experts say China vastly understates its own military spending.

China also worries that the United States Navy could be used to try to cut off oil supplies if a conflict ever arises over Taiwan. Asked about growing concerns in Washington over China's military buildup, a Chinese Foreign Ministry spokesman, Liu Jianchao, said: "American worries are unnecessary. We stick to the path of peaceful development, and we do not pose threats to American influence."

Robert Karniol, an Asia specialist at Jane's Defense Weekly, noted that Japan is also modernizing its military in a significant way, largely as it competes with China for regional dominance in Asia. He said Japan is restructuring the independent branches of its military under a unified command modeled after the American Joint Chiefs of Staff.

And just as Japan is looking at China, he said, so is China looking past Taiwan at Japan. China's naval upgrades will not only strengthen its hand against Taiwan but also expand its influence around Asia.

"If the Taiwan issue was resolved next month, China's military modernization would not end," Mr. Karniol said. "The Chinese understand that if their ambition is to become the dominant power in Asia - well, who can disrupt that? The United States and Japan."